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COUNTRY North Korea

REPORT

SUBJECT Wonsan Airfield

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50X1-HUM

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50X1-HUM

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50X1-HUM



Subject: Monsan Airfield



50X1-HUM



50X1-HUM

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CONFIDENTIAL

Item:

1. Observation
2. Designation - Ordinary designation
 - Designation During Flight
 - Calling Code
 - Military Unit
 - Other
3. Location
 - 1) Place of Unit
 - 2) UTM Coordinate
 - 3) Geographical Coordinate
 - 4) Direction of Runway
 - 5) Self-declination
 - 6) High-mark
 - 7) Landmark
4. Functions
5. History
6. Personnel & Administration
 - 1) Unit Stationed
 - 2) Management & Operation of Air Field
 - 3) Personnel
 - 4) Organization & Duty
 - 5) Uniform & Other
7. Descriptions
 - 1) Area occupied
 - 2) Runway & Surface of Air Field
 - 3) Aircraft & Aircraft Deployment
 - 4) Geographical Conditions of Air Field
 - 5) Establishments being constructed
 - 6) Mechanical Establishments
 - a. Aviation Law & Marshalling Equipment
 - b. Radar
 - c. Beacon System
 - d. Communications
 - e. Meteorological Equipment
 - 7) Explanations on other various installations (Explanation on point)
 - 8) Supply
 - a. Information related to aircraft
 - (1) Airplanes
 - (2) Aviation PCL
 - (3) Airplane Spare Parts
 - (4) Aerial Communication

- 1 -

CONFIDENTIAL

~~C-O-N-F-I-D-E-N-T-I-A-L~~

- b. Food Supply
- c. Clothing
- d. Equipment on Hand
- e. Maintenance
- 9) Buildings
- 10) Flight Training
 - a. Training Hours and Days
 - b. Type of Flight Training
 - c. Flight Training Area
 - d. Flight Orders
 - e. Flying Accidents
- 11) Anti-aircraft Defense
- 12) Transport Routes
- 13) Security
 - a. Officer of the Day for Garrison
 - b. Officer of the Day in each Unit
 - c. Check Out Procedures required for Passage through the Front Gate
 - d. The 45th Infantry Division under Direct Control of Ministry of National Defense
- 14) Weather Conditions
- 15) Miscellaneous Information
 - a. Unit Movement Plan
 - b. Medical Care for Patients
 - c. Motion Pictures, Theatrical Performances and Recreation Facilities
 - d. The Action to be taken in case of emergency,

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

2. Designation:

Ordinary Designation: Wonsan Air Field

Designation used during flight: T-17 (This was a fixed base designation and used during flight. Besides the designation T-17 there was different calling code for use of communications during flight, and the calling code was periodically changed.)

Calling Code: For the calling code of the base during flight, name of animal or thing was used as calling code - for example, "three seagulls." Calling code was changed every ten days, and this principle was applied to all the air bases in NK.

Military Units:

- 1) 875th Military Unit, North Korean People's Armed Forces (NKPAF) (26th Regiment, 2nd Division)
- 2) 887th Military Unit, NKPAF (56th Regiment, 2nd Division)
- 3) [REDACTED]

50X1-HUM

In NK all the units higher than regimental level were given respective military unit designations. NOTE: The 2nd Division Headquarters was called the 864th Military Unit of NKPAF [REDACTED]

50X1-HUM

Others:

- 1) The 5th Base was responsible for management of this air field, therefore, this air field was also known to all the rear system as the 5th Base.
- 2) The civilians in the city of Wonsan called this air field the Kalma Air Field or Wonsan Air Field.

50X1-HUM

3. Location:

- 1) Place: Nae-Wonsan-tong, Wonsan-si, Kangwon-do (Kalma peninsula)

- 1 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- 2) UTM Coordinate: CU 691357 (at the central point of the runway)
- 3) Geographical Coordinate: N39-09-54, E127-29-07 (at the central point of the runway)
- 4) Direction of Runway:
 - a. 335 degrees in northwesterly direction)
 - b. 155 degrees in southeasterly direction)...The angles calculated from the due north.
- 5) Self-Declination of Runway: Minus six degrees (In NK, the declination of the due north from the magnetic north was commonly estimated with minus six degrees at every place. However, there are several different declinations in Manchuria in accordance with different places.)
- 6) Altitude: Three meters above sea level at the runway surface.
- 7) Landmark: Omitted.

4. Functions:

This air field was staffed by an air force regiment charged with security of the Eastern Sea approaches to NK; its functions are enumerated as follows:

- 1) Pursue enemy planes in the frontline area on the Eastern Sea.
- 2) Conduct flight training for the air force unit stationed at this air field.
- 3) To be used occasionally by visiting planes. (This air field was often visited by transport planes of the former Civil Aviation Bureau, and by AN-2 planes used for detecting schools of fish.)
- 4) To be responsible for air defenses as well as the primary duty of pursuing enemy planes, as an advance air base in NK.
- 5) To be used primarily by fighters. During an emergency (when a war broke out), this air field could not be used as a bomber base because of its limited size.

5. History:

This air field was constructed by the Japanese Army during the Japanese occupation. Following the Liberation in 1945, this field was occupied by an unknown combat unit which had IL-10 planes. During the Korean War,

~~C-O-N-F-I-D-E-N-T-I-A-L~~

UN planes bombed and completely destroyed the field as well as the planes which were assigned there. Until the Armistice agreement was signed in 1953, the air field remained unusable. Following the Armistice, reconstruction of the air field was started by military personnel and civilians, and was completed in mid-1956. During the reconstruction, the runway was newly constructed; most of the buildings originally built by the Japanese were repaired; and some new buildings were erected.

50X1-HUM

- 1) [redacted] The 58th Pursuit Regiment of the 2nd Division moved to this air field from the Mirim Air Field.
- 2) [redacted] The 58th Regiment of the 2nd Division moved to the Sondok Air Field which was newly constructed, and was replaced by the 56th Regiment of the 2nd Division which transferred to Wonsan from Sunan Air Field.
- 3) [redacted] the 26th Regiment of the 2nd Division moved to Wonsan Air Field from Mirim Air Field. Since that time the two regiments, 26th and 56th, were jointly stationed in this area [redacted]
- 4) [redacted] Until the NKPAF reorganization, each air force regiment had one engineering battalion. Following the reorganization the engineering battalions were disbanded. At the Wonsan Air Field the 5th Base was established as an independent unit which carried out the maintenance, management and rear affairs of this field.
- 5) An anti-aircraft artillery unit and a coastal guard unit (infantry) were stationed at this air field at the time of the reorganization.

50X1-HUM

6. Administration & Personnel of Each Unit:

- 1) Designation of Units stationed at this air field, including dispatch units:
 - a. 26th Pursuit Regiment, 2nd Division, NKPAF
 - b. 56th Pursuit Regiment, 2nd Division, NKPAF
 - c. 5th Base, 2nd Division, NKPAF
 - d. Radar Company, directly responsible to the 2nd Division.
 - e. Aircraft Repair Station, 2nd Division, NKPAF
 - f. Wonsan Area Auxiliary Command Post, 2nd Division, NKPAF

- 3 -

~~C-O-N-F-I-D-E-N-T-I-A-L~~

~~C-O-N-F-I-D-E-N-T-I-A-L~~

- g. Unknown Search-light Company, Unknown Search-light Regiment, NKAF (Since this search-light company was responsible to the 2nd Division, all things relative to operation and rear affairs were put under the command of the division commander.)
 - h. Kalma Officers' Rest Center, NKPAF (The 5th Base was responsible for personnel affairs; eg., recommendations for non-flying members to use the officers' rest center, and rear affairs of the members.)
 - i. 36th Anti-Aircraft Artillery Regiment, Unknown Division, NKPAF
 - j. Unknown Coast Guard Unit. (Personnel of the unit were in infantry uniform, and the unit was larger than company level.)
 - k. Unknown Unit of the 45th Infantry Independent Division. (This unit was directly under the jurisdiction of the Ministry of National Defense.)
 - l. Partial force of unknown anti-aircraft artillery regiment of the 1st Independent Military Corps that was directly under the jurisdiction of the Ministry of National Defense.
 - m. Unknown Transport Unit of the above 1st Military Corps.
NOTE: With the exception of the Coast Guard Unit (in infantry uniform), all the infantry units mentioned were stationed outside the air field.
- 2) Management & Operation: The 5th Base was responsible for operation and management of the air field which is used as one of the fighter bases in NK. At this field the flight training was performed by the 26th Regiment for MIG-15 BIS planes and by the 56th Regiment for MIG-17 planes. [redacted] one AN-2 belonging to the then Civil Aviation 50X1-HUM Bureau stayed at this field for a month, during which time it was engaged in detecting fish schools in the Eastern Sea. [redacted] this plane moved 50X1-HUM to the Sondok Air Field. An officer higher than company commander level was designated daily as coordinator for take-offs and landings in order to insure traffic safety for all aircraft, including visiting planes. When flight training was conducted, two deputy regimental commanders and one regimental commander were selected as flight leaders to take charge of all matters relative to the flight training of their respective regimental planes. NOTE: The 5th Base provisionally belonged to the 2nd Division. However, even though the division moved to some other location, this base would not go along with the movement of the division, but would continue its function at the Wonsan Air Field. The base would then be reorganized as a component of the next air force unit.
- 3) Personnel (including commander): The Air Force Garrison Chief of Wonsan

- 4 -

~~C-O-N-F-I-D-E-N-T-I-A-L~~

C-O-N-F-I-D-E-N-T-I-A-L

Air Field was Lieutenant Colonel KANG Chong-tok [redacted] 50X1-HUM
 [redacted] who was Commander of the 56th Regiment, 2nd Division, NKPAF. (Comment: Each NKPAF air field was established with a 50X1-HUM
 garrison district within its jurisdictional area, and the garrison chief assigned was the top ranking officer among the units within the area.) The duty of the garrison chief was to supervise the conditions of defense and maintain control of out-going personnel within the garrison district. In order to carry out the garrison affairs, a garrison staff department was organized from personnel of the same staff department of the unit to which the garrison chief belonged.

Like other air fields under the NKPAF, this air field had no foreign advisors. The strength of Wonsan Air Field was approximately 290 officers; 1,500 enlisted personnel; and 45 laborers.

4) Organization & Duty:

[redacted] 50X1-HUM

b. 26th Regiment: Since the 26th Regiment took charge of training combat pilots, it has been the weakest one among the flight regiments under the 2nd Division for order of battle. All the newly assigned flying officers had to undergo training at this regiment for one or two years. Upon completion of strategical flight training, they were reassigned to either the 56th Regiment or 58th Regiment. The NKPAF planned that [redacted] new pilots would not be assigned only to regiments numbered in the twenties, but would be assigned to all regiments of the same division so as to elevate the combat abilities of the heretofore training regiments up to the same level of the other regiments. In doing so, the combat ability of the entire division might be promoted. The plan was to be enforced [redacted] all the newly assigned pilots were actually placed in training regiments as before.

Subsequently, [redacted] the newly assigned pilots [redacted] were being assigned to the training regiments as before, due to a mistake of the Staff Department of the Air Force Command. The Chief of the Staff Department was charged with the mistake.

[redacted] it was openly known by [redacted] the NKPAF that under wartime conditions, the 26th Regiment must be prepared to defend an enemy attack from the inner land of the northern Wonsan area, [redacted]

[redacted] In order to accomplish the wartime assignment, this regiment was not only engaged in training pilots, but was also practicing the strategy of surprise attack on imaginary enemies. The primary reasons for questioning the wartime assignment given to the 26th Regiment are as follows: a) Compared with the other

C-O-N-F-I-D-E-N-T-I-A-L

(C-O-N-F-I-D-E-N-T-I-A-L)

regiments of the 2nd Division, the 26th Regiment was lacking in interception capability, which is the most important task for a fighter unit; b) This regiment was equipped with MIG-15 BIS planes. (Comment: When the NKPAF converted its equipment to MIG-17 planes, it took two years for completion of the conversion. According to the plan of the NKPAF, [redacted] the 1st Division would be equipped with MIG-19 planes, and the 26th Regiment would change its present equipment of MIG-15 BIS planes to MIG-17 planes. It was said that [redacted] the training of pilots for conversion to the new equipment was completed.)

50X1-HUM

e) In consideration of the armament capacity of the NKPAF; the Soviet loan to NK; and the types of planes required to elevate the strength of the NKPAF, it would be impossible to convert the equipment of the entire NKPAF with the new type of aircraft simultaneously. Further, conversion to new equipment might be meaningless because of the technical capability of the NK air force. Thus the training regiments of the NKPAF would be unable to be equipped with the same type of fighters as those of the other regiments in the same division. From this point of view, the 26th Regiment of the 2nd Division would also be equipped with a different type of aircraft as compared with the other regiments of the division.

50X1-HUM

- c. 56th Regiment: Although the combat capability of the 56th Regiment was considered to be equivalent to that of the 58th Regiment stationed at Sondok Air Field, there were differences between the two regiments - the 56th Regiment was superior for daytime interception, and the latter for nighttime interception. The two regiments were engaged in training activities for the missions of daytime interception and nighttime interception, respectively. The 58th Regiment had one MIG-17 PF Battalion. During the Korean War the 56th Regiment made triumphant achievements, and was given an honorable title of "Honor Regiment." At present this regiment is considered the first or second strongest flight regiment in NK. (Comment: The 56th Regiment produced two war heroes, and there were a number of model combat members in it. Of the regimental members, more than ten persons higher than battalion commander level had been conferred with meritorious combat medals. Those who received training from these model combat members were considered to be superior in combat capabilities as compared with those trained by other regiments in NK.) This regiment's mission was to intercept enemy planes [redacted]

50X1-HUM

(C-O-N-F-I-D-E-N-T-I-A-L)

~~C-O-N-F-I-D-E-N-T-I-A-L~~

50X1-HUM

but it was not given a particular mission to attack the enemy. [redacted]

[redacted] In accordance with circumstances, there is very little possibility this regiment would change its base to some place in the western coastal area in order to protect bombers. Under present geographical conditions, the 1st and 3rd Divisions would have the mission of protecting bombers.

- d. 5th Base: Upon the deactivation of the Engineering Battalions from each flight regiment [redacted] the 5th Base was established at the Wonsan Air Field. This base was responsible for management and maintenance of all the flight units, including the food supply for the artillery regiment at the air field. For convenience of the organizational system, the 5th Base was temporarily assigned to the 2nd Division which was stationed at the Wonsan Base as one of the combat units. Although the base was under the command of the 2nd Division commander, it was actually an independent organization assigned the mission of rear support. Since the 5th Base is permanently stationed at Wonsan Air Field, the base would not be directly related to any movement of the 56th or 26th regiments, or the 2nd Division. From this standpoint, the base is quite different from the combat units stationed at Wonsan Air Field. In order to carry out the duty of rear affairs, the base acted in concert with the Air Force Commander through the division commander. The base was responsible for receipt and distribution of various materials needed by the air field and was responsible for all food supplies for units within the jurisdictional area.

50X1-HUM

- e. Radar Company: The Radar Company had one F-8 radar and two P-20 radars which were used for observation to spot enemy planes, and to guarantee safety for the take-off and landing of training planes. This company was commanded by the division commanding post. Of the three radars one F-8 and one P-20 radars were installed at the Wonsan Air Field, and one P-20 radar at the Sondok Air Field. [redacted] this radar company was supervised by the 2nd Division Commander while assigned to the 2nd Division. [redacted]

50X1-HUM

With the three radars, this company was simultaneously engaged in carrying out its basic mission for E/W, GCI and GCA. E/W was chiefly done by P-20 radar as well as occasional performance of GCI and GCA tasks.

- f. Aircraft Repair Station: The Aircraft Repair Station was responsible for repairing all aircraft of the 2nd Division. According to the types of repairs prescribed by the Air Force Command, aircraft that required more than 100 hours for repairing were to be transferred

~~C-O-N-F-I-D-E-N-T-I-A-L~~

(S-C-R-F-I-D-E-N-T-I-A-L)

to the Division Repair Station from the Engineering Department of each flight battalion because there were no groundmen in the regiments. All aircraft that required 'IRAN' or overhaul, had to be sent to the Aircraft Repair Station located at Sinuiju. In short, each regiment - that is, the engineering department of each flight battalion - was responsible for providing equipment and supplies; the division aircraft repair station was responsible for general repair that demanded less than 100 hours. (Comment: [redacted])

[redacted] the regeneration of aircraft through overhaul and 'IRAN' was carried out at the aircraft repair factory of the Communist Chinese Forces in Peiping, China. [redacted] all regeneration work of aircraft was performed by NK itself at the Sinuiju Aircraft Repair Factory. The 2nd Division Aircraft Repair Station was engaged in repairing MIG-17 BIS and MIG-17 PF planes, except for overhauling of aircraft. According to the rule prescribed by the NKPAF, all planes which made a flight total of 400 hours had to be overhauled at the Sinuiju Aircraft Repair Factory. In general no plane exceeded flight-hours of more than 500 hours.

50X1-HUM

50X1-HUM

- g. Auxilliary Commanding Post: Dispatched from the division command post in Sondok the Auxilliary Commanding Post was located at Wonsan.

50X1-HUM

- h. Searchlight Company: The Searchlight Company assigned to the Searchlight Regiment, had two searchlights which were used for training activities; for spotting enemy planes at night; and for illuminating the runway for planes on night flights. (This company engaged in illumination of the runway duties more than the other duties assigned to the company.) At times, pilots were undergoing training to escape the illumination of searchlights during night flights.

- i. Officers' Rest Center: The Officers' Rest Center located in Wonsan was only a rest center directly run by the NKPAF. On the other hand, the flying officers' rest center was managed by the Ministry of National Defense. All flying officers lower than lieutenant colonel were periodically sent to this rest center but not during winter. High-ranking officers above senior colonel could have recreation at the rest center located in Sokhu.

- j. Anti-Aircraft Artillery Regiment: This regiment, designated the 36th Anti-Artillery Regiment, was to defend Wonsan Air Field.

50X1-HUM

7. Descriptions:

- 1) Area: Wonsan Air Field occupied the general area of the Kalma Peninsula,

- 8 -

(S-C-R-F-I-D-E-N-T-I-A-L)

C-O-N-F-I-D-E-N-T-I-A-L

with the 93-Meter Hill (located at CU 686338) as the southern boundary. The distance between the east and west of the southern end was about three kilometers, and the width of the peninsula in the north was about one kilometer. This air field was not fenced but civilians were not allowed to approach the area except for those who had to work their farmlands outside the boundary of the airfield. It was possible to expand the air field toward the Anbyon Field to the southeast of the air field. But it was said that to expand the air field was not necessary. From a strategical point of view the direction of the present runway was very disadvantageous. Since the Hwangryong-san (located at CU 8020) was situated about ten kilometers southeast of this air field, the take-off of aircraft into air combat were positioned in an awkward manner. (A sketch of this air field is provided as an attachment to this report.)

2) Air Field:

- a. Runway (Point-A): Paved with cement concrete, 2,000 meters long and 50 meters wide; Single runway extending from 335 degrees northwest to 155 degrees southeast; The surface of the runway appeared to be rectangular cement blocks, each measuring 5 meters long and 4 meters wide. The narrow spaces between the block-type divisions were filled with tar. When it was under construction, the runway was partitioned into blocks with boards, so it appears that the surface of the runway was paved with rectangular blocks. [redacted] pebbles were laid under the concrete surface, though it is not known how deep the runway base was dug. On both sides of the runway, blue and red beacon lights were installed at intervals of 50 meters, and each beacon light was about 5 or 6 centimeters high above the ground. At both ends, one in the northwest and another in the southeast, there were reserve grounds each measuring about 200 meters long and 50 meters wide. The northwestern area was constructed with clay. The reserve ground at the southeastern end was constructed with sand; planes passing beyond the main runway and running on this reserve ground were apt to be disabled. The runways of Wonsan and Sondok Air Fields were level, and the runways of the Mirim and Kaech'on Air Fields were curved. On the left side of the southeastern end of the Wonsan main runway there was a concrete parking lot about 60 meters long and 20 meters wide. In addition to the parking lot (the part where aircraft of the Point-A were parked.) there was P.S.P., about 100 meters long and 20 meters wide, located along the main runway. (See Point-a). The runway of this air field was newly constructed during the reconstruction project, and since that time it had not been damaged nor repaired. Rain did not remain on the surface of the runway of this air field, and it was always usable except during a heavy snow.

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- b. Induction Way: (See Point-E, F, H, I, M, J, K, L and b and c). During the period of reconstructing this air field, Point-A Runway, Point-C and Point-D Parking Lots located at the northern end of the runway, Point-N Parking Lot located at the southern end of the runway, and Point-L Induction Way were newly constructed; in addition, the other parking lots and induction ways constructed during the Japanese occupation were repaired and put to use. The induction ways marked in the sketch were as follows:

Point-E: Paved with concrete, about 400 meters long and 12 meters wide; On both sides of this induction way level surfaced there were beacon lights (in blue, red and yellow) at intervals of 50 meters. This induction way was used by aircraft parked at Point-C Parking Lot from which point all aircraft must put out their engines from motion and be hauled by trucks (ZIS or GAZ type), to the parking lots of their respective regiments. So to speak, this induction way was only used by aircraft that put out their engines from motion after their landing. All aircraft which were preparing to take off must pass the Point-F and Point-I induction ways in moving with their engines. The planes landed in accordance with instructions of the commanding post, those moving with their engines must turn back to Point-F or Point-I Induction Way from the end of the main runway, and they proceeded to their respective battalion parking lots through this induction way. In order to save fuel, most of the planes landing at this air field were led to their respective parking lots through Point-E or Point-L Induction Way.

Point-F: Paved with asphalt about 400 meters long and 70 or 80 meters wide; Constructed during the Japanese occupation; This induction way was used by aircraft of the 56th Regiment in Point-7, 8 and 9 Parking Lots; from which points the aircraft would approach the main runway through Point-F Induction Way with their engines in motion so as to take off from the air field. The solidity of the surface of this induction way was almost same as concrete pavement. However, in summer it was slightly softened during the hottest days.

Point-G: Same as mentioned in Point-F; On the left side of this induction way there was a runway that was constructed during the Japanese occupation which was unused at present. However, a part of the ruined runway was used as an induction way because of its connection with Point-8 Parking Lot.

Point-H: An induction way paved with concrete, measuring 600 meters long and 40 meters wide; Same structure as that of the Point-E Induction Way; This induction way was used only by aircraft whose

C-O-N-F-I-D-E-N-T-I-A-L

engines were put out after landing. There was a fuel supply station at the central point of this induction way (See Point-11 on the sketch).

Point-I: An induction way paved with concrete, measuring 600 meters long and 100 meters wide; The aircraft of each battalion of the 26th Regiment started their engines at their respective parking lots and passed this induction way to take off. This induction way was constructed during the Japanese occupation. On the east side of this induction way there was an asphalt space about 200 meters long.

Point-M: An induction way adjacent to Point-I; Paved with asphalt, 200 meters long and 100 meters wide; Similar to the Point-I Induction Way, this induction way was used as a passage when planes of the 26th Regiment were about to take off.

Point-J: An induction way paved with concrete, 1,000 meters long and 40 meters wide; [] this induction way was frequently used as passage of planes being hauled by trucks. Before that time, Point-b adjacent to this induction way was occupied by the 56th Regiment as a parking lot (Actually, in NK a Parking Lot was called equipment and supply point), but since that time, all planes parked at this point were removed to Point-Q, Point-8 and Point-9 for completion of combat preparedness. After that, this induction way was often used for passage of aircraft going to the machinegun firing range, located on the sketch as Point-b-1.

50X1-HUM

Point-K: All planes being hauled from Point-L Induction Way to their respective regiment parking lots must pass this induction way. It was paved with concrete, measuring about 600 meters long and 40 meters wide and had beacon lights on both sides of it at intervals of 50 meters. The southern end of this induction way was connected with Point-c, and was also used for the same purpose as mentioned in Point-J.

Point-L: An induction way surfaced with concrete, 300 meters long and 12 meters wide; this induction way was constructed during the reconstruction project carried out following the Armistice, and was used for the same purpose as mentioned in Point-E.

Point-b and Point-c: Same induction ways as that of Point-J; Of the two, Point-b Induction Way was used as a parking lot of the 56th Regiment []

50X1-HUM

C-O-N-F-I-O-E-N-T-I-A-L

Point-d, Point-e, Point-f, Point-g and Point-i: Before the Liberation in 1945, Japanese constructed here a parking lot and runway. At present, the parking lot and the runway are paved and were used for passage of vehicles and air field personnel. During the Korean War Point-g was bombed and has not been repaired. The grass was thickly grown at the bombed point, so it was easily distinguishable from the other grass field.

c. Parking Lots: The parking lots of the Wonsan Air Field were classified as follows:

- (1) Parking lots used by alert planes of the day (Nos. 1 and 2 alert planes) (Point-4).
- (2) Flight Regiment Parking Lots (including No. 3 alert plane of the day; See Point-7, -8, -9, -13 and -14).
- (3) Training Planes' Stand-by Lots (See Point-C and -N).

The explanation on each parking lots shown with Points were as follows:

Training Planes' Stand-by Lots (Point-C and -N): Of the two stand-by lots of the training planes, each about 120 meters long and 60 meters wide, Point-C was located on the left side of the northwestern end of the main runway and Point-N on the left side of the southeastern end of the main runway. During the training period one of the two parking lots was used by training planes in accordance with the wind conditions. According to the wind conditions, the alert planes of the day were also parked either at the northern end of the air field or at a corner of the southeastern end as shown in the sketch with Point-4.

Point-D: An induction way paved with concrete, 30 meters long and 12 meters wide; It was located between Parking Lot-C and the main runway.

Point-N: A stand-by lot for training planes; Same structure as that of the Parking Lot-C; About 120 meters long and 60 meters wide; Located in connection with the main runway.

56th Regiment Parking Lots (Point-7, -8 and -9): Each parking lot was used by the pertinent battalion of the 56th Regiment. All the planes queued up in a row on one side of the respective induction way. Each parking lot was about 150 to 200 meters long. When a plane was about to take off, it must come to the main runway through the Induction Way-F with its engine in motion.

C-O-N-F-I-D-E-N-T-I-A-L

C O N F I D E N T I A L

when this air field was ordered to establish preparedness for combat, the system of the No. 3 alert planes were temporarily dispatched by a battalion of each regiment. Thus the 56th Regiment dispatched the No. 3 alert planes of the day from one of its battalions in turn, and the planes were on alert at the fixed parking lot of the pertinent battalion.

26th Regiment Parking Lots (Point-12, -13 and -14): The structure of each parking lot was the same as that of the 56th Regiment parking lot. All planes which preparing to take off must come to the main runway through Point-I and -M Induction Ways with their engines in motion.

No. 1 and No. 2 Alert Planes' Stand-by Lot (Point-4): Four of the Nos. 1 and 2 Alert Planes were alternatively sent out every day by the 56th and 26th Regiments. These planes consisted of MIG-17 and MIG-15. According to the conditions of the wind direction, they were placed either at the southern end or northern end.

When parked at the northern end - the planes were lined up side by side with a distance of about one meter between each another (from one's wing to another's). The parking lot was located on the southeastern side of Point-C Parking Lot that was used by the training planes.

When parked at the southern end - the planes were parked at Point-4. Point-4 was paved with concrete; about 160 meters long and 20 meters wide and was a portion extended from the western part of the southern end of the main runway. Usually the Nos. 1 and 2 alert planes of the day were parked at Point-4, but when a great number of training planes were mobilized, the alert planes were parked on the P.S.P. of Point-a. (Comment: Point-a was a parking lot [redacted] This parking lot, about 100 meters long and 20 meters wide, was made of P.S.P. Point-b was a machinegun range newly constructed [redacted] A side of a hill in the area was cut away, and the cut part was used as a target for the machineguns. This range was used by both the 56th and 26th Regiments.)

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- d. Air Field Except the establishments most of the air field surface was covered with thickly grown grass. On the northern side of the air field there were some ponds, each about one meter deep, located at various places. Reeds were thickly grown in the ponds, in which there were quantities of cat-fish and carp. [redacted] this air field was visited by KIM Il-sung, who made an inspection trip over the general area of Kangwon-do. At that time he suggested that in the future (that implied peaceful days following

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C O N F I D E N T I A L

C-O-N-F-I-D-E-N-T-I-A-L

Korean unification) this air field might be used as a civil air field. He stated that at present this military air base could be clearly observed from the Wonsan area, therefore, it was possible that military secrecy might be exposed. At that time, he instructed that planting of trees must be carried out along the western coast of the Kalma peninsula. According to his instructions, planting of poplars was carried out within the air field [redacted]

[redacted] Poplars were planted at intervals of two meters on the western seaside of the Kalma peninsula, and also along the sides of the roads within the air field. As a result, about 70 percent of the total planting was growing in the summer [redacted]. On the east side of the air field there was a grass field of more than one meter height in which pheasants were living. The general area, from the road located at the southern end of the main runway, to the anti-aircraft-artillery position, was covered with pine forest which had an average height of about 1.5 meters. Originally, the Kalma peninsula soil was sandy. During the Japanese occupation, Japanese laid earth over the sand by removing earth from an unknown hill upon which they constructed the air field. Because the air field was covered with earth, it was slightly higher than other parts of the area, however, it was difficult to distinguish this with one's eyes.

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- e. Auxilliary Runway: There was no auxilliary runway at this air field except for auxilliary grounds which were connected with each end of the main runway as shown in the sketch at Point-B. In case of emergency, a plane would be ordered to land on the west along the main runway. However, in actuality to land on this part was dangerous because the surface of the ground was very rough. If it was possible to operate an engine long enough, the plane under emergency was instructed to land at the Sondok Air Field. (Comment: Since both sides of the runway at Sondok Air Field were covered with lawn, it was more favorable for emergency landings. [redacted] no plane had to make an emergency landing at Sondok Air Field.)

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3) Types of Aircraft & Aircraft Distribution:

- a. Types of Aircraft: The aircraft parked at this air field were as follows:

Types	26th Regiment	56th Regiment	Total
MIG-15 BIS	25	[redacted]	25
MIG-17		31	31
UMIG-15	2	1	3
Grand Total			59

50X1-HUM

- 14 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

Comment: This air field was visited by II-2 and AN-2 planes which were engaged in transporting activities. Planes of other flight units had never visited this air field except for those aircraft coming from Sondok Air Field for repair at the division aircraft repair station.

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*MIG-15 BIS:

All the MIG-15 BIS planes kept by this air field participated in the Korean War. [redacted] four of them had been overhauled at the Sinuiju Aircraft Repair Factory, and two were under repair at the same factory. The aircraft overhauled at the factory were equipped with SIRENA - equipment to be used to distinguish between friendly and enemy planes. [redacted]

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*MIG-17:

None of these planes had ever been repaired at the Sinuiju Aircraft Repair Factory. All MIG-17 planes were delivered to the 56th Regiment at the time the regiment was stationed at Sunan Air Field. The 56th Regiment moved to Wonsan Air Field [redacted]

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*UMIG-15:

There were three UMIG-15 planes; Of the three, two were newly imported from the Soviet Union [redacted] and assembled at Kusong Air Field. Upon completion of assembly, they were distributed to Wonsan Air Field. [redacted]

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- b. Distribution of Aircraft: There were no planes kept at other places on the air field other than those parked on the parking lots and stand-by lots. This air field had no cover trenches or dugouts to conceal aircraft.

* [redacted] the 56th Regiment occupied the area shown as Point-b on the sketch as its parking lot. After that time, this regiment

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

moved its parking lot to Point-F and -G Induction Ways to enable prompt take-off of planes in relation to the completion of combat preparedness.

- 4) Geographical Conditions of Air Field: The Maryong-san (1265-Meter Hill) was located about 10 kilometers southeast of Wonsan Air Field. Under bad weather conditions (while instrument flying) this mountain might bring a plane into danger when it was about to take off or land in the northwesterly direction of the air field. Therefore, when flying on instruments, the plane must conduct its landing in the southeasterly direction - that is, 155 degrees angle - no matter which way the wind was blowing. Under conditions of enemy attack, the planes taking off in a southeasterly direction must rise up instantly because of the mountain. From a strategical viewpoint, it created a disadvantage for Wonsan Air Field.

- 5) there were no plans, nor was there any construction work on new establishments at the air field.

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6) Mechanical Facilities:

- a. Navigation System & Control Tower: For navigational aids this air field kept the following electrical facilities:

P-8 (small-type radar) at Point-6
 P-20 (large-type radar) at Point-94
 Remote Radio (PAC-YKB-radio) . . at Point-1-1
 Radio Beacon (MAPKEP-radio). . . at Point-1-2
 Near-by Radio (PAK-YKB-radio). . at Point-1
 Homing Apparatus (PAC-YKB) . . . at Point-29-1
 Take-off Control Tower at Point-5
 Division Auxilliary Control Tower - A part of Point-37

- (1) P-8 Radar (Point-6): This radar, with a small-type radar with 150 kilometers of action radius, was managed by the Radar Company located at Point-37. The Radar Company was given operational control from Division Commanding Post. The aircraft belonging to Wonsan Air Field must conduct both missions of G.C.I. and G.C.A. The P-20 radar was chiefly used for the task of G.C.I., and the P-8 radar was used as an auxilliary. During the flight of aircraft, the P-8 radar was put into action to spot the aircraft, and then the details of spotting the aircraft must be reported to Division Commanding Post at Sondok Air Field, and to the Take-off Control Tower through telephones so as to guarantee safety flight of the aircraft. (For further details, see the sketch of the radar communications network.) At Wonsan Air Field, flight training

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

was alternatively held by the 26th and 56th Regiments almost every day. However, it was impossible to put the single P-8 radar into continuous action to help flight training of the aircraft. At times, the P-20 radar located at Point-94 at Wonsan Air Field, were temporarily mobilized in accordance with instructions of the Division Commanding Post. However, in most cases the Division Commanding Post was directly engaged in controlling flight training on occasions when the P-20 radar of Sondok Air Field was mobilized. All aircraft were spotted and instructed by radar during their flight. The P-8 radar had a 5-meter-long iron bar on which the radar antenna was equipped, and near the antenna - about two or three meters east of the antenna - there was a ZIS truck with a box trailer which was equipped with machines for power source, radar-scope and communication facilities. About four or five soldiers who managed and operated the P-8 radar were working in the box-trailer along with those who were responsible for the communication network. The upper part of the antenna was turning sidewise at the speed of once every ten seconds. When the upper part of the antenna was turning, the P-8 radar was without fail under operation. (Comment: The P-8 radars were installed at all air bases of the NKPAF for practicing G.C.A. and G.C.I. missions. These radars were introduced to the NKPAF during the Korean War.)

- (2) P-20 Radar (Point-94): This radar was installed on top of the 90-Meter Hill (CU 688386) at the northern end of Wonsan Air Field. The radar was newly imported from the Soviet Union following the Armistice, and it was managed and operated by the Radar Company as well. The P-20 radar was used for early air alert and G.C.I. task, and it often was put off operation. (It was presumed that while this radar was put off operation the P-20 radar in Sondok was switched on.) The radar was of 400-kilometer action radius.

All instructions for combat flight were made through the P-20 radar; alert planes of the day were also instructed by this radar for combat flight, following their emergency take-off. The 2nd Division kept two P-20 radars, and the two radars were put in action alternatively for G.C.I. and air alert. All combat equipment of the NKPAF was seasonally checked twice a year for maintenance, however, one of the two P-20 radars was continuously operated while the other was under seasonal maintenance check. The seasonal maintenance check was conducted in April and October, and each check was performed for about one month.

50X1-HUM

- 17 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- (3) Remote Radio (Point-1-1): This radio was installed at CU 6050 straight onward in a northwesterly direction from the runway, about 16 kilometers away.

This radio was imported from the Soviet Union following the Armistice, and it was a PAC-YKB transmitter. At present, every air field had the PAC-YKB-type radio apparatus to provide assistance for flight of planes. The PAC-YKB radio was medium and short wave, powered with 500 kilowatts. Transmitting the assigned frequency, the remote radio was engaged in providing assistance for navigation, and for landing when a plane was flying by instruments because of bad weather conditions. (In NK each air field was assigned with a different frequency, and the frequency of the remote radio was also different from that of the near-by radio.) If necessary, such frequency and telegraphic codes were occasionally changed two or three times a year. When the radio compass of a plane was adjusted to the frequency transmitted by the remote radio, the plane would be able to fly to the point where the remote radio was located. The remote radio was infallibly situated on a straight line with the runway and the near-by radio, and it was generally located at a point two kilometers from the near-by radio. Wonsan Air Field had the remote radio installed at a point near the 238-Meter Hill (CU 602511), about 16 kilometers from the near-by radio, because the shoreline of Wonsan Bay was curved in between the two radios. There was a super-short-wave radio beacon that was installed near-by the remote radio. When a plane was flying above the point where the radio beacon was installed, the radio beacon would provide the location by sending telegraphic signals to the pilot.

50X1-HUM

- (4) Radio Beacon (Point-1-2): In general, the radio beacon was called by NKPA personnel as the "blind landing-transmitter." The blind-landing-transmitter had directional antenna through which super-short-wave was sent out into the sky up to 3,000-meter height with a width of several hundred meters. When a plane was directly above the radio beacon, the MPN-84N receiver of the plane gave an alarm by ringing a bell. Alerted by the receiver, the plane would then land after following the prescribed flight pattern.

50X1-HUM

The blind-landing-transmitter was put in action only when the weather was bad.

- 18 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

- (5) Near-by Radio (Point-1): The Near-by Radio was located on the western side of the northern reserve runway (Point-C). The near-by radio was the same type as the remote radio PAC-YKB. In principle, the near-by radio must be placed at a point 400 meters from the main runway on a straight line with the runway direction, but Wonsan Air Field installed the near-by radio at the present point because of geographical conditions. Originally, the near-by radio was installed at the center of the end of the northern reserve runway, but [redacted] the antenna of the near-by radio fell down in collision with a plane which was then slightly damaged on its wing. Since that time the near-by radio was changed to the present point. The frequency and telegraphic signal codes of the near-by radio were occasionally changed at the same time those of the remote radio were changed. By sending out its radio wave to a plane which was flying above the remote radio, the near-by radio indicated that the plane was headed in a straight line with the runway. The near-by radio was installed in the trailer of a ZIS-truck, and had an antenna about 17.5 meters high. The truck was generally called a radio-car. Inside the truck there was a generator and a telephone. (Comment: The remote radio, near-by radio and blind-landing-transmitter were managed and operated by the Communications Platoon directly under the jurisdiction of the 56th Regiment, 2nd Division. In general, they were operated on occasions when the planes of Wonsan Air Field were undergoing flight training. On special occasions they were operated to provide assistance to visiting planes in accordance with instructions from the Air Force Command. When flight training took place during good weather, the blind-landing-transmitter was not operated because it was possible to fly by seeing with the naked eye. Usually the above mentioned communication apparatus were operated under instructions from the regiment communications staff, and were under the command of the regimental commander. See Annex 10 of 25.)
- (6) Homer (Point-29-1): A wooden structure with a tile gable-roof, without walls, measuring 20 meters long, 8 meters wide and 2.5 meters high; Inside the building there was a communication-car installed with PAC-YKB (referred with the nearby radio shown with Point-1) and a GAZTOBER-type truck installed with medium-short wave radios, including YKB-18. On the northern side of the building, about ten meters away, there was the antenna of the PAC-YKB transmitter. This building was constructed [redacted] by the Communications Platoon. Before that time, the communication-cars were placed at a point in the open air. The PAC-YKB radio installed in the communication-car was engaged in indicating the location of the air field to aircraft

50X1-HUM

- 10 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

by sending out radio waves of a certain frequency, which was occasionally changed as those of the remote and near-by radios. During the time when the remote and near-by radios were out of operation, this radio was put into operation to indicate the location of the air field to visiting planes. In NK the Homer was established at every air field, and frequencies of the Homer were different at each location. During war time, the Homer would broadcast transcribed vocal information so the pilots could not be confused by jamming. According to the radio signal from the Homer, a pilot was able to adjust the radio compass of his plane in the same manner as mentioned for the remote radio (Point-1-1).

- (7) Take-off Control Station (Point-5): Single story brick building, 15 meters long, 5 meters wide, and 2 meters high, with tiled gable roof. At the center of the roof was a control tower (hipped roof), 1.7 meters high, 3.5 meters wide, and 3.5 meters long, built of glass. A wooden stair led to outside of the building. The building was partitioned into three rooms, 5 meters long each: pilots' snack bar, flying staff office, and, duty room for pilots of alert-plane-of-the-day.

There were two such control stations, each located at a spot about 100 meters to the west of the northern and southern ends of runway. These stations were alike in structure and size. A wooden door, 1.6 meters high and 1.2 meters wide, was at the opposite side (the western side) of the building from the runway. These control stations were alternatively used in accordance with the changes of take-off direction (northern or southern ends of the runway), due to the changes of wind direction.

- (a) Control Tower: This tower - a glass structure of 3.5 meters long, 3.5 meters wide, and 1.7 meters high - was built on the roof of the Control Station. (Lower part of the tower [one meter] was made of concrete.) It was connected by a wooden stair located outside the west wall of the building. A flight controller, a situation recorder, and a navigator-of-the-day were on duty in this tower. Flight controller - commander or deputy commander of a regiment on its flight training day - was responsible for entire flight control of training planes of the day. Situation recorder was a non-commissioned officer assigned to the job permanently, dispatched from an unknown post of the 56th Regiment. He kept contact with radar operators through a directly connected telephone, and constantly reported the position of every plane (which was relayed from P-8 and P-20 radars) to the flight

~~C-O-N-F-I-D-E-N-T-I-A-L~~

controller, and marked the course of planes on the map (1:500,000). Navigator-of-the-day was responsible for the guidance of planes which missed their course. Pilots above the level of deputy battalion commander were assigned for the duty alternatively.

*In case of emergency plane take-off (landings and take-offs of No. 1, No. 2, and No. 3 alert-planes-of-the-day), the flight controller was to give only the take-off signal by firing a signal gun on orders from division control station. Other flight instructions were to be given directly from division control stations (See report on alert-planes-of-the-day.)

- (b) Flying Staff Office: All staff officers (except rank-and-file, aircraft affairs, and personnel staff officers) from the staff office of the regiment which happened to be undertaking flight training on a particular day, performed their routine work, especially that concerning pilots and flight operations, in this office. In the office were several desks, and a K-10 type switchboard (Soviet-made) for direct operational telephone calls. (See attached report on operational communication facilities - Annex 13 of 25.)
- (c) Pilots' Snack Bar: All pilots had their lunches or snacks (buns, candies, chocolates, apples, sugar water, etc.) here on training days. (Self service.) It had a capacity of 16 to 17 men.
- (d) Duty Room for Pilots of Alert-Plane-of-the Day: Of the four alert-planes-of-the-day, two pilots of the No. 2 alert-planes-of-the-day stood by for an emergency near their planes or within this room. The two pilots of the No. 1 alert-planes-of-the-day remained ready within their planes. They exchanged positions every two hours. Within the room were beds so that they might make themselves comfortable.

*The sketch of take-off control station, attachment page 12 of 25, had been drawn

50X1-HUM

*Operations Officer-of-the-day: Irrespective as to whether his regiment had flight training or not, one operations officer-of-the-day was appointed one hour prior to sunrise, and assigned to the flying staff office of the take-off control station. His duty lasted until the night time alert-planes-of-the-day completed preparations for station. Communications, chemical, and operational staff officers of

~~C-O-N-F-I-D-E-N-T-I-A-L~~

C-O-N-F-I-D-E-N-T-I-A-L

the 26th and 56th Regiment's Staff Offices, and each battalion chief of staff, were alternatively appointed as the operations officer-of-the-day. Upon orders from the Division Control Station, the operations officer-of-the-day fired a take-off signal gun for the alert-planes-of-the-day (after the signal was fired, a flight controller took charge of the take-off of the planes), and he also took operational telephone calls through a K-10 type switchboard. (He operated the switchboard himself).

Since the appointment of the operations officer-of-the-day had nothing to do with a regiment's flight training schedule as mentioned before, an operational staff officer from the 56th Regiment might be on duty as an operations officer-of-the-day on a flight training day of the 26th Regiment, or vice versa. The duties of the operations officer-of-the-day were: 1) Firing of take-off signal gun for alert-planes-of-the-day, and 2), sending and receiving calls through the operational telephone.

*Flight Controller: A regimental commander or deputy regimental commander was appointed as flight controller on his regiment's flight training day. He was responsible for the flight activities of all aircraft in the air as well as landings and take-offs, and also for technical flight control of take-offs of the alert-planes-of-the-day.

When there was no flight training, a flight controller was appointed among senior flying officers above the level of deputy battalion commander from either the 26th or 56th Regiments. The flight controller controlled landings and take-offs of all aircraft, from the control tower on the roof of the take-off control station.

(8) Division Auxilliary Control Station:

- (a) This station was a branch of Division Control Station located at Sondok. It occupied an office in a large building (Point-37) where headquarters of the 26th and 56th Regiments (quarters and offices), and the command post of the Anti-aircraft Artillery Unit were located. (See attached report on building Point-37). This station was known to be working closely with the Radar Company,

- (b) Radars: See paragraphs on P-8 and P-20 radars, Items (1) and (2) above.

C-O-N-F-I-D-E-N-T-I-A-L

(c) Beacon System: There were no radio beacons besides those at Point-1-2. See Item (4) and (5) above.

(d) Communications (telegraphs and telephones):

i. General Telegraph Station: The aforementioned aviation communication facility (Points 1, 1-1, 1-2, 5, and 29-1), and telegraph station (which occupied an office on the upper story of building Point-37), that handled general telegraph for operations and administration, were operated and controlled by the Signal Platoon of the 56th Regiment. (When two regiments were stationed together at an airfield, the older regiment of the two had a signal platoon, although the other regiment was also authorized to have one according to the table of organization.) Types and number of transceivers in this station were not known. An antenna, with about a 3 meters long iron pole, was situated on the rooftop of the building Point-37. This station shared a room with communication personnel of the 36th Anti-aircraft Artillery Regiment. Emergency orders and instructions from Division Headquarters, and reports from regiments were handled through this station. (Some flight, and most administrative orders and instructions from Division Headquarters were given to regimental staff officers through telephones.) This station transmitted and received all operational and administrative telegrams for the 56th Regiment, the 26th Regiment, the 5th Base, and the 36th Anti-aircraft Artillery Regiment. (Telegrams for the 36th Anti-aircraft Artillery Regiment were handled by its own telegraph operators.) This station communicated with the headquarters of NKPAF in Pyongyang and the 2nd Division in Sondok. Communications with other flying bases were not known. (The 36th Anti-aircraft Artillery Regiment communicated with its own division headquarters which was probably located in Hamhung.) Daily traffic and details pertaining to the nature of the communications were not known.

ii. Telephone: Base telephone switchboard (Point-37) was controlled and operated by the Signal Platoon of the 56th Regiment. Every establishment and office at this air field was connected with each other by a magneto field telephone, Soviet-made UNA-143. The switchboard was also connected with headquarters of the 2nd Division (Sondok Air Field), the 1st Infantry Corps (Wonsan),

C-O-N-F-I-D-E-N-T-I-A-L

the 45th Infantry Division (Anbyon), Wonsan Naval Base, and Wonsan Post Office, by trunk lines. (Total number of lines of this switchboard were unknown.)

This switchboard had its own specific code name [redacted]

[redacted] which was sometimes changed when felt necessary. Three operators from the Signal Platoon of the 56th Regiment were on duty 24 hours a day, in three shifts. They were female soldiers, the rank of sergeant or Jr. sergeant. 50X1-HUM

[redacted] "The Military Secret Leakage Prevention Year" by the NKPA Party committee, strict security measures were taken against possible secret leakage. When communication of classified information by telephone was necessary, conversations were to be carried out in code only, otherwise it was forbidden. However, [redacted]

[redacted] secret codes had not been instituted. (Frequently, secret codes had not been instituted. (Frequently, used words were to be encoded.) Telephone numbers were to be always used in making calls. Officers above the level of deputy battalion commander, and regiment staff officers (chemical section chief, medical section chief, etc.) had their own designated numbers. These numbers were used in calling persons to the phone. For example, if a person to be called to the phone had a designated number of ten (10): 50X1-HUM

"Hello, is this two-zero (telephone number)? This is three-zero calling (telephone number) 'Number fifteen' (caller's designated number) speaking. Let me speak to 'Number ten', please."

Telephones installed at Wonsan Air Field had a high sensitivity [redacted]

[redacted] (See attachment 14 of 25 for diagram of line network of Base switchboard.) 50X1-HUM

*Other NKPAF bases also used UNA-143 field telephones, as did Wonsan Air Field.

- (e) Weather Facilities: A Base Weather Station under command of the 5th Base was at Wonsan Air Field. (Occupied a room in Point-46). This station was equipped with typical weather facilities such as anemometer, anemoscope, humidistat, pluviometer, etc. It sent up a balloon every morning to measure barometric pressure and wind at high

C-O-N-F-I-D-E-N-T-I-A-L

altitude. It also had an antenna on top of the roof of the building and kept in communication with other stations on the weather situation. (It had an unknown type of telegraph).

One of weather officers was assigned to the take-off control station on flight training days. During training he worked in the flying staff office with other staff officers, and reported the complete weather situation to the flight controller. On non-flight training days he reported the daily weather situation to the staff office of each regiment. Two officers (chief of the weather station and a weather officer), and about ten non-commissioned officers worked in an office. (Organization of this station was not known). There was no wind cone at this air field.

7) Description of Other Facilities:

Point 1 Nearby Radio - See Item (5), a, b), 7.

Point 1-1 Remote Radio - See Item (3), a, b), 7.

50X1-HUM

Point 1-2 Radio Beacon - See (4), a, b), 7.

Point 2. Searchlight: Some 150 meters west of the center of the northern reserve runway (Point 8) were two searchlights with a covered tractor-trailer truck parked close by. They were utilized to illuminate the runway during night flight training so as to facilitate approach to the runway. Whether they were to be used for sky illumination in anti-aircraft defense, apart from the purpose above is unknown.

The searchlights powered with the alternating current which was generally used to meet the needs of power throughout the Wonsan Air Field was run and managed by the Searchlight Illumination Company. They were kept covered with green canvas cloth when not used. (See Annex 15 of 25 for sketch of the searchlight.)

Point 2-1. Night Landing Signal Light: Along both sides of each of the two auxilliary runways, connected to the southern and northern ends of the main runway, there were red and blue night landing signal lights, each 40 centimeters in diameter, installed at intervals of 50 meters. At the far end, there were two identical red lights placed parallel on each side. The signal lights which were supported by two 80 centimeter tall iron poles, were usually faced in a certain direction, although they could be

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

adjusted vertically. The lights were to signal planes in flight (particularly those trying to land) during night flight training, so as to let them recognize the terminals of the runway. (See Annex 16 of 25.)

- Point 2-2. Runway Marking Lights: Yellow (and some blue) lights, each 25 centimeters in diameter, were installed on the ground surface along both sides of the main runway at intervals of 50 meters. Lighted at night, these helped mark the location of the runway for pilots in flight. (See Annex 16 of 25.)
- Point 2-3. Direction Indicating Lights For Night Landing: 200 meters from one end of the runway, toward its center, and one meter off its west side margin, there was a direction indicating light for night landing. It was installed on the ground surface, and consisted of many large 200 watt yellow electric bulbs positioned at intervals of 40 centimeters on two 10-meter long boards which intersected crosswise at their centers. Another such light was situated at the symmetrical point from the other end of the runway. Each bulb mentioned above, ordinary in shape, was of rough surface and had no protective device around it. This direction indicating light was devised to show a T-shaped signal as well as a crossed one to notify the pilots in flight of the desired direction for night landing. If the air field wanted them to land from the north, the northern light was turned on, and if from the south, the southern one was lighted, in a T-letter shape. The signal, if lighted crosswise, would be to let them know that the runway was not available for landing at that time (Wonsan Air Field had never indicated this crosswise lighted signal). By whom the lights were operated, and where their switch was located, was unknown. During night flight training, the airfield never failed to indicate its desired landing direction with either of these two lights, depending on the situation as mentioned above. When there was no night training, the lights were kept turned off.

Directional signal for daytime landing was made with white cotton cloth, cut into T-letter shape, 5 to 6 meters crosswise, 10 meters lengthwise, and 50 centimeters wide, which was placed on the left side of the desired landing direction. In principle, the T-letter shaped directional signal should be placed on the left side of the direction in which the planes were to approach for landing. It was unknown, however, why the northern light for night landing was located on the right side of landing direction. In order to signal in the daytime that the runway was not available for landing, the airfield used a cross-shaped cotton sheet, made by attaching another cotton sheet of proper size to that T-letter shaped signal mentioned above. On every daytime training day, this direction indicating signal cloth was spread on the ground.

C-O-N-F-I-D-E-N-T-I-A-L

- Point 3. EM Quarters of Searchlight Company, and Pilots' Waiting Room: A single-story brick structure 20 meters long, 5 meters wide, 2 meters high, with a tiled gable roof. The building was partitioned into two rooms: one on the western side, about 6 to 7 meters long, furnished with several long wooden chairs, was used as a pilots' waiting room (generally in winter) on their training days; the other room was quarters for the enlisted men belonging to the Searchlight Company. 50X1-HUM
- Point 4. Alert Planes of the Day Nos. 1 and 2: See the foregoing Item (3) of c, 2), 7.
- Point 5. Control Tower: See Item a of 6), 7.
- Point 6. P-8 Radar: See Item a of 6), 7.
- Point 7, 8 & 9. Aircraft Parking Lots of 56th Regiment: See separate paragraphs above.
- Point 10. Auxiliary Fuel Tank Storage of 56th Regiment: A single-story wooden building, 20 meters long, 5 meters wide, 2 meters high, with a thatched gable roof. The building had no walls except for a board wall on its western side, and there were unknown numbers of auxiliary tanks of fuel for the 56th Regiment stored inside.
- Point 11. Refueling Area (for Aircraft): In the area west of the taxi strip H, there were four fuel oil tanks (white-painted) exposed on the ground, each 15 meters in length and 3 meters in diameter, from each of which an iron pipeline of 5-centimeter diameter ran to the oil container fitted with a compressor, etc. From this container an underground pipeline extended which branched off to several refueling hoses on the ground, where appropriate facilities were established so that 6 airplanes on taxi strip H could be refueled simultaneously. At the time of refueling, all electric apparatus installed on an airplane should be switched off. All airplanes to be refueled here were towed by tractors, and after refueling were drawn away by tractors. Usually, airplanes were to be refueled on their parking lots by means of POL trucks. The airplanes which alighted used to be refueled here at Point 11, usually on their way to the parking lots. The service at this refueling area resulted in economy of vehicle fuel (consumed by the POL trucks), as well as time, because 6 airplanes could be refueled simultaneously. Although refueling was conducted through the two methods mentioned above, it was usually at this refueling area that airplanes were refueled on training days. (See Annex 7 of 25 for sketch of the refueling area.)
- Point 12. Aircraft Parking Lot of 2nd Battalion, 26th Regiment: See Item c of 2), 7.

C-O-N-F-I-D-E-N-T-I-A-L

C-C-N-F-I-D-E-N-T-I-A-L

- Point 13. Aircraft Parking Lot of 3rd Battalion, 26th Regiment: See Item c of 2), 7.
- Point 14. Aircraft Parking Lot of 1st Battalion, 26th Regiment: See Item c of 2), 7.
- Point 15. Rest Room for the Ground Crew of 3rd Battalion, 26th Regiment: A single-story mud-block building, 15 meters long, 5 meters wide, 1.7 meters high, with a thatched gable roof. The building was partitioned into three rooms, which were used as a rest room by the ground crew of the above unit, and for storage of various machine tools and work suits. Since these rooms were heated with stoves in winter, the ground crew brought some small-scale repair work inside the building during their outdoor maintenance work, if the pilot concerned so authorized.
- Point 16. Damaged Hangar: Originally an aircraft hangar (in the days of the Japanese Occupation), 300 meters long, 25 meters wide, 10 meters high, it was damaged during the Korean War and its steel skeleton only remains. [redacted] it was unused. 50X1-HUM
- Point 17. Former Aircraft Repair Ground: A concrete-surfaced open space, 20 meters across and 30 meters long, contiguous to Taxi Strip I. A Japanese aircraft repair ground prior to the Korean Liberation, it was used [redacted] by the ground crew of the 2nd Battalion, 26th Regiment as a place of gathering. 50X1-HUM
- Point 18. Former Aircraft Repair Ground: Similar to the Point 17 above. It was now unused.
- Point 19. Former Control Tower: A concrete structure, 10 meters in diameter and 20 meters in height. Previously a control tower in the days of the Japanese Occupation. This building was now managed by the Division Repair Station for unknown use.
- Point 20. Division Repair Station's Aircraft Repair Ground: A concrete-surfaced open space, 20 meters long, 30 meters across, contiguous to Taxi Strip I. This space was used by the Division Repair Station as a field work place for repair of aircraft. Here, it was often observed, several MIG-15 BISS or MIG-17s were parked.
- Point 21. Division Repair Station: A concrete-paved, 30 meters square open space contiguous to Taxi Strip I. It was another field repair work place of the Division Repair Station, similar to Point 20 above, which was spacious enough to repair 3 to 4 fighter planes at a time.
- Point 22. Building of Unknown Use: A single-story mud-block building, 15 meters

C-O-N-F-I-D-E-N-T-I-A-L

long, 4 meters wide, 2 meters high, with a slate gable roof. Though newly constructed, it was of a temporary and not very strong structure, and was unused [redacted]

50X1-HUM

Point 23. Battery Charging Station Under the 5th Base: A single-story concrete structure, 20 meters long, 5 meters wide, 2 meters high, with a concrete flat roof. Inside the building were unidentified battery chargers and other machines, which were operated by 10-odd military personnel subordinate to the 5th Base. Their duties were to charge batteries of various equipment, including airplanes and vehicles of Wonsan Air Field. The station's work capability is unknown.

Point 24. Garage for Aircraft Starter Trucks: A single-story mud-block building, 25 meters long, 7 meters wide, 3 meters high, with a thatched gable roof. [redacted] Parked in this building, which had no wall on its eastern side, were two starter trucks (ZIS), and three name-unknown small-sized starter vehicles, which were driven to the parking lots to start the airplanes. Each of the small-sized starter motor vehicles had one 24 to 29 volt storage battery with which it could start one airplane at a time. The large starter truck (ZIS) could start two planes at a time since it was equipped with two storage batteries of the same voltage. These starters were operated by the Transportation Company under the 5th Base. Besides these two types of starters, there were small starter carts (each called a starting electric source cart) which were drawn by men. These tiny starter carts were used for starting the alert planes of the day. Wonsan Air Field had 12 of them, with each battalion of the two regiments having two allocated. A regiment of the day, kept four of its 6 starter carts on the parking lot for the alert-planes-of-the-day, to be ready to start them. (One starter to one airplane.) (See Annex 18 of 25 for sketch of these starters.)

50X1-HUM

Point 25. Bean-Curds Factory Operated by the 5th Base: A single-story concrete structure, 15 meters long, 5 meters wide, 2 meters high, with a concrete flat roof. Equipped with name-unknown machines and implements, the factory produced bean-curds day by day to be served to the Air Force personnel of Wonsan Air Field. (Its daily output is unknown.) The beans used here were those supplied (presumably through Kangwon-do People's Committee) to Wonsan Air Field for use as secondary foodstuff. How much came from where is unknown.

Point 26. Rest Room for the Ground Crew of 2nd Battalion, 26th Regiment: A single-story, L-shaped, mud-block structure, 15 meters long, 3 meters wide, 2 meters high, with a slate gable roof. The building, which was partitioned into 3 to 4 rooms, was used by the ground crew of 2nd Battalion, 26th Regiment as a resting place similar to Point 15. (Aircraft repair work by each battalion was field maintenance on the parking lots.)

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- Point 27. Rest Room for the Ground Crew of 2nd Battalion, 26th Regiment: A single-story wooden structure, 15 meters long, 3 meters wide, 2 meters high, with a thatched gable roof. The building walled with grass screens sheltered about 20 auxiliary tanks, tractive iron poles (to draw airplanes), winches, etc.
- Point 28. Technical Service Men's (Ground Crew's) Mess Hall: A single-story, L-shaped, brick structure, 15 meters and 20 meters long respectively along each straight part, 5 meters wide, 2 meters high, with a red-tiled gable roof. This mess hall was for all maintenance officers and men (of the Division Repair Station, and 56th & 26th Regiments) at Wonsan Air Field, and had its own separate kitchen (under the management of the 5th Base). The number of laborers working in the kitchen, the hall's internal setup, and the number of persons who could be served at one time were unknown. [redacted]
- Point 29. Boiler House: A single-story brick structure, 30 meters long, 10 meters wide, 7 meters high, with a tin-plate gable roof. Inside the house was an unknown number of smokeless coal-fired boilers which produced steam for steam heaters installed in the Building for Combined Use at Point 37, and the 5th Base Building at Point 46 (in winter only). In addition, it supplied hot water to the bathhouse (with a laundry in it) at Point 39. It was run by the 5th Base. 7 to 8 laborers were employed here. In summers these boilers were not operated. (These boilers were installed in the days of the Japanese Occupation.)
- Point 29-1. HOMER: See Item (6) of a, 6), 7. above.
- Point 30. Division Repair Station's Workshop (for Aircraft): A single-story brick structure (coated with cement on its surface), 40 meters long, 12 meters wide, 4 meters high, with a tin-plate gable roof. It had a large wooden door, 10 by 3.5 meters in size, in its western wall. It was a factory, equipped with an unknown number of lathes (many), and other name-unknown repair machines, which manufactured some equipment parts needed for repair of aircraft. The airplanes in need of repair were parked on the repair service grounds at Points 20 and 21, stated above. Approximately 100 men worked in this main workshop of the Division Repair Station. [redacted]
- Point 31. Division Repair Station's Unidentified Workshop: A single-story concrete structure, 10 meters long, 10 meters wide, 2 meters high, with a concrete flat roof. It was an additional another workshop of the Division Repair Station, which apparently seemed engaged in repairing some small non-precision equipment parts of aircraft. 10-odd men, belonging to the Division Repair Station, were seen moving in and out of the workshop at times when it was in operation.

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C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- Point 32. Equipment Parts Warehouse of the 5th Base: A single-story concrete structure, 20 meters long, 10 meters wide, 3 meters high, with a concrete flat roof. Stored in this warehouse were unknown quantities of small-sized aviation equipment and parts, including mits, aviation caps, oxygen masks, G-garments, navigational instruments such as triangular scale, protractor, slide rule, etc. Items stored here were issued by the 5th Base to the Division Repair Station and each regiment when requisitioned. (As for issue of other airplane equipment parts see separate paragraphs concerned.)
- Point 33. Waiting Room Used by the Ground Crew of 1st Battalion, 26th Regiment: A single-story, L-shaped, concrete structure, 20 meters and 15 meters long respectively along each straight part, 5 meters wide, 1.7 meters high, with a tiled gable roof. The building, [redacted] was used by the maintenance men of the above unit as a waiting room. Their work clothes, maintenance tools, and instruments were also kept here. 50X1-HUM
- Point 34. Division Repair Station's Casting Workshop: A single-story concrete structure, 20 meters long, 6 to 7 meters wide, 2.5 meters high, with a tin-plate gable roof. The workshop was equipped with a blacksmiths furnace, and necessary casting implements. It was manned by about 15 men who manufactured various tools needed for aircraft repair, chiefly those such as coarse hammers and gimlets. For fuel, the workshop used coke which was brought in by rail from an unknown supply source.
- Point 35. 26th Regiment's Latrine: A single-story brick structure, 15 meters long, 4 meters wide, 2 meters high, with a tin-plate gable roof. The latrine, [redacted] was used also by men working in the Division Repair Station and other nearby offices. 50X1-HUM
- Point 36. Wash House: A single-story brick structure, about 20 meters long, 4 meters wide, 2 meters high, with a tin-plate roof of gable type. This building was [redacted] for officers and men at Wonsan Air Field to use as a wash room. It contained a long concrete washstand, on both sides of which were installed many taps of water. It was convenient for face-washing and some small laundry. 50X1-HUM
- Point 37. Building for Combined Use: (As offices and quarters of the 26th and 56th Regiments, the 36th Anti-Aircraft Artillery Regiment and the Radar Company). The building was constructed during the Japanese occupation, and was rehabilitated following the Korean War. It was a four-story, H-shaped, stone concrete structure, with a flat concrete roof. Although it was said that original construction included a basement in the building, no entrance had been discovered to confirm the story. The main body of the building was about 50

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

meters long, 20 meters wide, 30 meters high, and on each side there was a concrete building attached to the main structure. Each of these buildings were approximately 30 by 15 by 20 meters in size. This building was used by the 26th and 56th Regiments, 36th AAA Regiment, the Division Repair Station, and the Radar Detection Company as various offices and quarters for men and officers, including the pilots of each regiment. The Telegraphic Station and Base Switchboard under control of the 56th Regiment Signal Platoon were also located in this building. All offices were steam-heated (The steam came from the boiler room indicated in Point 29), and the electric facilities of the building were perfect from the days of the Japanese occupation. Stated below is a sketch explanation concerning location of various offices in the building by each floor:

- a. The Ground Floor: (See Sketch No. 2 on Annex 20 of 25).
On the first floor were offices and EM quarters of the 36th AAA Regiment; a numerical designation unknown AAA division; the Division Repair Station offices, and part of a hospital ward. In addition, it contained the following special offices and facilities:

Office of the Officer of the Day for the Garrison: The commandant of the garrison troops at Wonsan Air Field was commander of the 56th Regiment, which was the first priority military operations unit. The 56th and 26th Regiments alternately furnished an officer of the day for the garrison. He performed his duty for the period 1700 to 1700 hours of the next day as assistant to the garrison commandant, while simultaneously conducting additional duty as O.D. for the regiment to which he was assigned. (His functions were described in detail in separate paragraphs.)

Instrument Flying Training Room: The room, darkened like a dark-room, was furnished with the same instruments and apparatus as those within the MIG-17 model plane, for on-the-ground instrument training of the pilots assigned to the 56th Regiment. (These unidentified instruments and apparatus were imported from USSR.)

56th Regiment Signal Training Room: The room was furnished with several desks, to each of which signal keys were affixed, in order to train members of the 56th Regiment Signal Platoon in transmission of signal codes.

Refrigerator (a warehouse): Artificial ice was stored here. The 5th Base was responsible for operation of the refrigerator.

C-O-N-F-I-D-E-N-T-I-A-L

b. The Second Floor (See Annex 20 of 25 for its sketch):

Some offices and sleeping quarters for officers and men of the 56th Regiment.

Some offices of the 26th Regiment.

Sleeping quarters for bachelor pilots and maintenance officers of the 26th Regiment.

56th Regiment's Operations Auditorium, which was used as a classroom for training pilots, regardless of its designation.

c. The Third Floor (See Annex 21 of 25 for its sketch):

Some offices and quarters for maintenance officers, ground crew, and bachelor pilots of the 56th Regiment.

Some offices and quarters for NCO ground men of the 26th Regiment.

Armory of the 26th Regiment. There were infantry rifles, automatic rifles, pistols, etc. stored in this ordnance department.

d. The Fourth Floor (See Annex 21 of 25 for its sketch):

26th Regiment's Operations Auditorium (the same as that of the 56th Regiment).

Training Room for sighting of weapons (for joint use of 26th and 56th Regiments).

Base Switchboard.

Telegraph Station (for joint use of the AAA Regiment and the 26th Regiment).

Auxiliary Command Post.

Offices and Sleeping quarters of the Radar Company.

The Sighting Training Room mentioned above, where training of sighting at simulated targets was conducted, was equipped with unidentified instruments for training (such as control board, footstool, gas-lever, sight mirror of MIG-15 BIS) which were imported from the USSR. This room was used jointly by all pilots of the 56th and 26th Regiments, who had to undergo this training for one hour every month.

C-O-N-F-I-D-E-N-T-I-A-L

e. Roof of the Building (See Annex 19 of 25 for its sketch):

On the roof was a cylindrical concrete structure, 1.5 meters in both diameter and height, which had been constructed during the Japanese occupation, and was now used by the 36th AAA Regiment as an anti-aircraft observation post. Regardless of weather conditions, a spotter with binoculars was on duty around the clock at this post.

Supplementary Explanation: The Pilots' Quarters: Furnished with iron beds, each sleeping room housed 2 to 4 pilots. A few of the rooms had radios. (Regulations required that radios should be installed in each of these quarters and, as a matter of fact, each room had a radio [redacted] Later, however, they withdrew some on the pretext that they were to be replaced with speakers. [redacted]

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Visitors' Quarters: These quarters were situated on the second floor, and were furnished with four iron beds and one radio. It was used as a bed room for high-ranking officers (such as Division Commander or Deputy Division Commander) who visited the place. In actuality, high-ranking visitors stayed in these quarters.

The sketch of the building: See Annex 19 of 25 for a bird's-eye view sketch of the building and Annex 20 of 25 & 21 of 25 for the floor plans showing location of various offices.

Point 38. Latrines for 56th Regiment: Same as Point 35.

Point 39. Laundry House, Barbershop and Bathhouse: The building contained laundry-house, barbershop, bathhouse and clothing repair shop, all of which were managed and operated by the 5th Base. It was a single-story brick structure, 20 meters long, 6 meters wide, 2 meters high, with a tile roof of gable type.

The Laundry-house: There were 5 to 6 women laborers (including wives of some officers working for the 5th Base), who did all the washing for the entire complement of officers and men at the airfield. Officers had the privilege of free laundry service whenever they desired, as long as they provided the soap needed for their washing. The laundry of the enlisted men, which the master sergeant of each unit collected, was turned over to the laundry-house in one lot. As was stated in a separate section concerning supply all clothing for enlisted men was issued through supply channels, and they did not possess privately owned clothing. The washing machine (its name unidentified) installed in this laundry-house operated automatically.

- 36 -

C-O-N-F-I-D-E-N-T-I A-L

C-O-N-F-I-D-E-N-T-I-A-L

The Barbershop: The shop employed two male laborers and only admitted officers from Wonsan Air Field. The price was 120 chon for a haircut. Enlisted men cut each other's hair; it was a regulation that they should keep their hair closely cropped.

The Bathhouse: The bathhouse, run by a male laborer, had one 3 by 3 meter square bathtub in it. It was used by both officers and enlisted men of the Wonsan Air Field. Officers could go bathing whenever they wanted, enlisted men were allowed to take a bath about once every 10 days on a fixed day scheduled under an alternating system. Water for the bathhouse came from the boiler room indicated in Point 29.

The Clothing Repair Shop: The shop employed three female workers (all of them were widows [redacted] and one male worker, and had three sewing machines. The officers were charged for repair on the basis of an established list of charges, depending upon the mending work to be done. The enlisted men's clothes to be repaired were turned over to the shop through their master sergeant and mended without charge. (The charge for repair work to officers was less than one won.)

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The income of the barbershop and clothing repair shop was handled by the Rear Service Department of the 5th Base, apparently for financing various welfare facilities with their operational funds (mainly for repair of machines). More detailed information about where the money was used is not available.

Point 40. Clubhouse of the 36th AAA Regiment: A single-story brick structure, 25 meters long, 6 meters wide, 2 meters high, with a tiled roof of gable type. The clubhouse was furnished with a stage and long wooden chairs. It was used mainly for the regiment's political meetings, and sometimes for showing motion pictures. In most cases, however, the motion pictures were run in the Base Cinema House indicated in Point 49.

Point 41. Office of the OD of the 36th AAA Regiment: The building was a single-story concrete structure, with a flat concrete roof, 4 meters long, 2 meters wide, 2 meters high. It was the regiment's office for the officer of the day, who performed his day duty together with a non-commissioned officer of the day (Section Leader grade) as his assistant, and three enlisted men of the day under his control. The day duty was performed in a 24-hour shift, and, in some aspects, was under the supervision of the garrison OD situated in the Building for Combined Use, as mentioned above in Point 37.

C-O-N-F-I-D-E-N-T-I-A-L

- Point 42. Parachute Workshop: A single-story concrete structure, 15 meters long, 5 to 6 meters wide and 10 meters high in size, with a tin-plate roof of gable type. (Built in the days of Japanese occupation.) This workshop was equipped with repair tables, safekeeping boxes, and drying devices to repair and dry all the parachutes used at Wonsan Air Field. This building was utilized by the Parachute Service Units of both 56th and 26th Regiments. East of the workshop was located a damaged single-story building, 30 meters long, 5 to 6 meters wide and 3 meters high, which was under rehabilitation to be converted into a combined mess hall for officers and men at Wonsan Base.
- Point 43. Latrine of the 5th Base: Same as Point 35.
- Point 44. Oxygen-Cylinder Storehouse: A single-story brick building, 15 meters long, 4 meters wide, 2 meters high, with a tile-roof of gable type. In this building were stored an unknown number of oxygen inhaling iron cylinders of conventional type, about 40 centimeters in diameter and 1.5 meters in length, which contained oxygen for pilots' breathing in the air. The 5th Base was responsible for managing and operating the storage and for supplying oxygen to each airplane by an oxygen-car (which was a ZIS-150 truck with a covered loading space, which contained an oxygen-tank to fill the cylinders). Supply source of oxygen is unknown.
- Point 45. (Face) Wash House: Same as Point 36.
- Point 46. The 5th Base Building: A two-story concrete structure, 30 meters long, 10 meters wide, 10 meters high, with a concrete flat-roof. This building housed all the offices and EM quarters of the 5th Base. (The officers of the 5th Base lived outside the Base compound.) About a 15-meter long portion of the east side of the building had been bombed and suffered such severe damage during the Korean War that any rehabilitation was impossible. The ferro-concrete bars exposed were very numerous, each about 3 to 4 centimeters in diameter, which indicated that this was a very strong building.
- Point 47-1. Automatic Checkpoint: A single-story brick structure, 5 meters long, 3 meters wide, 2 meters high, with a tiled roof of gable type, where unarmed enlisted men of the 5th Base Maintenance Company worked under the system of a three-man team in a 24-hour shift. They registered and inspected incoming and outgoing vehicles, and handled visitors to the Base. They were aided by a sentry armed with a rifle at nights. There was a lifting gate at this checkpoint to intercept vehicles.

C-O-N-F-I-D-E-N-T-I-A-L

Point 47-2. Front Gate of the Airfield: A single-story brick structure, 10 meters long, 4 meters wide, 2 meters high, with a tiled roof of gable type. The building was used as a front gate sentry post and guardhouse, where some 10-odd enlisted men worked. With a sergeant as their chief, they were under the control of the 5th Base Security Company. The guards were unarmed on daytime duty, and armed at nighttime. They checked and inspected the passes of soldiers passing through the front gate, and supervised the posting of night-duty sentries. (See the section concerning Security which comes later, for details on gate entrance.)

Point 48. Residences of Air Force Officers and the AAA Regiment's Officers: Each residence was a single-story brick structure, 15 meters long, 6 meters wide, 2 meters high, with a tiled roof of gable type; each of them was partitioned into 4 compartments, consisting of one kitchen and one hot-floored room for each separate household use. These residences were occupied by non-bachelor pilots and other average officers of the 26th and 56th Regiments, including both regimental commanders. Some were occupied by officers belonging to the AAA Regiment. Construction of these houses, numbering more than 100, started [] and [] completed [] by a certain construction trust mobilized for the work. The 5th Base Rear Service Department, in charge of managing and allocating the residences, could barely maintain a status quo under the pressure for more space. The original plan was that one household was to use two compartments.

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Point 49. Clubhouse of the 56th Regiment (Base Theater): The clubhouse was a single-story brick structure, 30 meters long, 10 meters wide and 3 meters high, with a tin-plate roof of gable type, which was furnished with many long wooden chairs and a stage. Nominally a 56th Regiment clubhouse, it was actually used by both the 26th and 56th Regiments, and became a sort of base theater, running motion pictures and putting on theatrical performances. In most cases, the house was utilized by the 26th and 56th Regiments for regimental political meetings, and sometimes as an assembly hall for all officers and men working at Wonsan Base.

Point 50. Meteorological Observatory (or Weather Station): On a 30 by 30 meter square of ground, surrounded by a wood fence, there was a wooden barometer. [] the 5th Base weather men coming in and out of it.

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Point 51. Base Hospital and General Messhall for Offices and Men: The building was a single-story brick structure, 30 meters long, 10 meters wide and 2.5 meters high, with a tin-plate roof of gable type. The

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

western half was used as the base hospital, and the other half as a general mess hall for the officers and men (except for the flight and maintenance officers) working at Wonsan Air Field.

- a. The Base Hospital: The hospital, headed by a Major, functioned as a base medical station under control of the 5th Base. It was manned by several nurses (non-commissioned WAC officers), and 5 to 6 medical officers who had graduated from medical colleges and the medical officers' school. The medical station consisted of internal medicine, surgery and laboratory (for blood, urine and stool tests), and provided medical care to all personnel at Wonsan Base. Bed capacity of the ward in the station was about 30 beds, and the station took care of light cases only. Severe cases, except for flight officers, were evacuated to Hospital No. 13 which was under control of the Rear Service General Bureau, Ministry of National Defense. Serious cases involving flight officers were evacuated to the Central Hospital in Pyongyang. General medical treatment within the airfield to flight officers was the responsibility of the chief medical officer of the regiment concerned. In principle, medical care for flight officers was to be provided only by the Central Hospital mentioned above. (The medical station was equipped with no particular instruments.)
- b. General Mess hall for Officers and Men: It was a combined mess hall for both officers and men, including the AAA Regiment Commander. The mess hall, managed by the 5th Base, employed several laborers and had a little more than a one-hundred seat capacity. Total number of officers and men who ate their meals there is unknown.

Point 52.

Mess hall for Patients: The building was a single-story brick structure, 10 meters long, 4 meters wide and 2 meters high, with a tin-plae roof of gable type. It was used as a mess hall only for the patients (with no discrimination between officers and men) admitted to the Base Hospital. It was said, but not confirmed, that the food provided here was superior in quality and quantity to that which was provided to non-patients. The food here was prepared separately from other general mess halls.

Point 53.

(Face) Wash House for Patients: A single-story brick structure, 10 meters long, 4 meters wide and 2 meters high, with a tin-roof of gable type. The house was partitioned into two parts, one for nurses (WAC) and the other for patients.

it was presumed that it might be an average face-washing place of conventional type.)

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C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L.

- Point 54. Sleeping Quarters for Laborers: A single-story brick structure, 15 meters long, 4 meters wide and 2 meters high, with a tin-plate roof of gable type. The building was utilized as sleeping quarters for some 10-odd female workers employed by the 5th Base. Most of these women were unmarried and worked in mess halls.
- Point 55. Mess Hall for Pilots: A single-story brick structure, 20 meters long, 7 meters wide and 2.5 meters high, with a tiled roof of gable type. The building, managed by the 5th Base, was used as a mess hall for all flight officers at Wonsan Air Field. Two cooks, and 3 to 4 waitresses, employed by the 5th Base were working here under the alternating system of two days' consecutive work and one day of rest. The food was served at any time from 0600 to 2200 hours. It was a common practice that, on training days, the food was brought to the command post, where the flight officers ate before they started training. (More detailed information about feeding conditions was revealed in separate paragraphs.)
- Point 56. Bakery (to bake bread for pilots' snacks): A single-story concrete structure, 5 meters long, 4 meters wide and 2 meters high, with a concrete roof of gable type. The bakery, operated by the 5th Base, was equipped with necessary baking instruments. It employed one worker who baked bread, and sometime cakes, for the flight officers' daily between-meals snacks, using the flour rationed to the pilots. The amount of the bread produced and the flour consumed per day is unknown.
- Point 57. Building of unknown Use: A single-story brick structure, 10 meters long, 4 meters wide and 2 meters high, with a tiled roof of gable type. [redacted] the guide way L had been the 56th Regiment's airplane parking place), the building had been used as a rest room for the 56th Regiment's maintenance officers, [redacted] 50X1-HUM
- Point 58. Same as Point 57 above. 50X1-HUM
- Point 59. Rest Room for Pilots of the 26th Regiment Who Were In Training: A single-story brick structure, 15 meters long, 4 meters wide and 2 meters high, with a tiled roof of gable type. The building was partitioned into four compartments, one of which was closed off. The other three compartments were used by each battalion as rest rooms and waiting rooms for the under-training flight officers of the 26th Regiment. Each compartment was furnished with a desk and several long chairs.

C-O-N-F-I-D-E-N-T-I-A-L.

C-O-N-F-I-D-E-N-T-I-A-L

Point 60. Quarters for the Enlisted Men Working in the Air Compressor Station:
(See Point 61):

A single-story, mud-walled structure, 15 meters long, 4 meters wide and 2 meters high, with a thatched roof of gable type. This building was used as quarters for about 10 enlisted men working in the Air Compressor Station indicated below. One compartment on the eastern side of the building was a rest room for the drivers mobilized to service the runway.

Point 61. Air Compressor Station: A single-story brick structure, 15 meters long, 4 meters wide and 2 meters high, with a tin-plate roof of gable type. The building housed an unknown number of air compressors which compressed air into oxygen cylinders. The filled cylinders were conveyed by trucks to airplane parking places, where the planes were supplied with compressed air as needed. The station, manned by some 10-odd men assigned to the 5th Base, was usually in operation during the daytime.

Point 62. Building Owned by the AAA Regiment with Its Use Unknown: It was a single-story, L-shaped structure with its specific building material unidentified, located about one kilometer's distance southeast from the auxiliary runway. Unknown as to its specific use, it was observed that the AAA Regiment personnel went in and out of the building. Considering the anti-aircraft artillery position, which was situated at an unknown distance southeast from the building, in addition to the foregoing observation, it could be logically assumed that the building belonged to the AAA Regiment.

Point 63. Soldiers' Store: A single-story brick structure, 15 meters long, 4 meters wide and 2 meters high, with a tiled roof of gable type. The store, operated by a civilian manager and several employees, sold various necessities in addition to fruits and meat and other secondary foodstuff to soldier customers within the Wonsan Air Base (on the basis of cash sale). This soldiers' Store purchased and renewed its stock from a similar store of the First Infantry Corps, located in Wonsan-si. Different from ordinary state-operated stores, soldiers' stores were managed through the Ministry of National Defense [redacted] 50X1-HUM

Point 64. The AAA Regiment's Hospital and Patients' Mess Hall: A single-story, L-shaped brick structure, each straight part being 15 meters long, 4 meters wide and 2 meters high, with a tiled roof of gable type. [redacted] 50X1-HUM

Point 64-1. Anti-Atomic Underground Combat Trench: This underground trench was constructed an unknown number of years before [redacted] by Second Infantry Corps troops stationed in the area at the time. It was planned to use this [redacted] 50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

C-C-N-F-I-D-E-N-T-I-A-L

trench for all personnel of Wonsan Air Base plus the infantry troops stationed in the vicinity of the airfield. The trench which allegedly intersected and connected with another trench under the ground, had three entrances at the northern foot, and one at the western foot, of the 93-meter hill (CU 686337). It was said that along the base of the hill there were a considerably number of gunholes constructed in this trench.

Whenever they had the anti-atomic training which had given an intense start [redacted] all personnel at the airfield had to take shelter in this underground trench, carrying emergency equipment with them. (In case of emergency, infantry action was to be waged from this trench.)

the entrance to the trench was half-oval, made of concrete, and about 4 meters wide and 2 meters high. About 5 meters inside from the entrance, there existed a 15 centimeter-thick iron-plate door. [redacted] about 2 meters straight inwards through the door, the trench bending at a right angle to right and left. It was said that this underground trench avoided straight going wherever possible, in favor of curves.

[redacted] observed a shallow well, a little more than 30 cm in diameter, for obtaining drinking water in case of emergency. These kind of emergency wells were located at regular intervals of 50 meters. (See Annex 22 of 25 for the sketch.)

- Point 65. Building Owned by the 5th Base, with Its Specific Use Unknown: A single-story concrete structure, 25 meters long, 20 meters wide and 6 meters high, with semicircular front. The building, originally a hangar during the Japanese occupation, was rehabilitated after the Armistice of the Korean War, and was used by the 50th Regiment, 2nd Division, for a similar purpose [redacted]. Subsequently, it was turned over to the 5th Base for its unknown use at the time of relocation of the airplane parking lot. (By this time, the parking lot was situated in the area of guiding way B.) [redacted] piles of building material including cement and lumber stored in the building. (This building had no front gate.)

- Point 66. Aircraft Equipment Warehouse of the 5th Base: The building, having the same structure as Point 65 above, except its entrance on the front side, had unknown quantities of aircraft parts including airplane motors, auxiliary fuel tanks, under carriages, etc., stored

C-C-N-F-I-D-E-N-T-I-A-L

Point 67. Building Belonging to the AAA Regiment: A single-story brick structure, 10 meters long, 4 meters wide and 2 meters high, with a tiled roof of gable type. [redacted], it had been used by the 36th AAA Regiment as its guards' house. Subsequently, it was evacuated and left unused. 50X1-HUM

Point 68. Livestock Breeding Pen: On about a 30 by 4 meter square of ground was erected a one to two meters high board pen, where an unknown number of pigs and cattle were being raised. The pigs were for meat supply, and the cattle for cart transport. The pen was managed by the 5th Base.

Point 69. Building Belonging to the AAA Regiment (Warehouse type): aA Single-story, warehouse-shaped, mud-block structure, 25 meters long, 5 meters wide and 2 meters high, with a tiled roof of gable type. It was observed that some AAA Regiment's soldiers, armed with cavalry rifles, performed around-the-clock moving sentry duty around the building.

Point 70. Rear Service Warehouse of the 5th Base: A single-story concrete structure, 25 meters long, 10 meters wide and 2.5 meters high, with a tin-plate roof of gable type. Stored in this warehouse were rice, secondary foodstuffs, clothing, cigarettes and other expendable items of material to meet requirements of Wonsan airfield. [redacted] 50X1-HUM

Point 71. Building Left Unused: A single-story, flat concrete-roofed structure, 4 meters long, 3 meters wide and 2 meters high.

Point 72. Automobile Repair Station: A single-story concrete structure, 15 meters long, 5 meters wide and 2.5 meters high, with a tin-plate roof of gable type. The Repair Station, belonging to the Transportation Company under the control of 5th Base, had a wide space inside to enable automobile repair, but had no particular equipment or instruments installed. However, the station was responsible for repairing all automobiles within Wonsan Air Base.

Point 73. Garage: A single-story wooden structure, 40 meters long, 10 meters wide and 3 meters high, with a tiled roof of gable type. Except for the mud-walled northern side, the garage was open on all sides. The Transportation Company-owned trucks, both ZIS and GAZ, were garaged here.

C-O-N-F-I-D-E-N-T-I-A-L

Point 74. Airplane Ammunition Storehouses: The storehouses, constructed during the Japanese occupation, consisted of two separate powder magazines, each being an iron structure with a semicircular front, 15 meters long, 10 meters wide and 3 meters high. Stored in the powder magazine located north were unknown quantities of ammunition for 37mm and 24mm caliber machine guns, and also ammunition for ordinary infantry rifles. All aviation ammunition required by Wonsan Air Field was in this storehouse which was the only powder magazine of this sort at the Wonsan Base. Based on a decision that airplane sorties should be made three times a day, three times as much as the previous daily requirements was to be kept in stock at this storehouse. [redacted] Stored in the other one was an unknown amount of air bombs such as 50kg, 100kg and 200kg mine bombs and explosive shells. Similarly, as the case of machinegun ammunition above, it was decided to keep three day requirements in stock on the decision same as above. However, the established stock level was not filled [redacted].

[redacted] These storehouses were under control of the 5th Base.

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Point 75. Ordnance Stores (Infantry Rifles and Pistols): A single-story concrete structure, 15 meters long, 5 meters wide and 2 meters high, with a tin-plate roof of gable type. The ordnance stores were placed under control of the 5th Base and had an unknown number of 7.62mm caliber cavalry rifles (M1939), 7.62mm sub-machineguns (PPSh-41), 7.62 rifles (M181/30) and 7.62mm pistols (M1933), stored inside. These were reserve weapons. All personnel except average officers were issued regular weapons. Officers were not supplied with pistols.

Point 76. Building with Its Specific Use Unknown: A single-story brick structure, 10 meters long, 4 meters wide and 2 meters high, with a tiled roof of gable type. This building was of warehouse-type build.

Point 76-1. Office Building of the Security Company under Control of 5th Base: A single-story brick structure, 15 meters long, 5 meters wide and 2 meters high, with a tiled roof of gable type. The building was compartmented into the company office and EM quarters. 20 to 30 company strength was responsible for all day-time and night-time security missions in the base area. (Detailed information on the security setup was indicated in separate paragraphs.)

Point 77. Airplane Fuel Oil Storage Area: In about a 100 square meter area at the eastern foot of the 93-meter hill (LU 686337) were an unknown number of large fuel oil tanks buried underground, which contained T-1 oil (for jet planes), B-70 (for propeller planes), mobile gas, etc. [redacted]

[redacted] fuel oil tanks were laid under the ground, and frequently observed fuel cars transporting airplane fuel oils.

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C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- Point 78. Rear Gate Sentry Box: This was a typical sentry box made of boards, 1 meter long, 1 meter wide and 2 meters high, where a guard armed with an automatic rifle stood on sentry duty day and night; keeping civilians out of the area, restricting soldiers from passing the gate, and controlling motor traffic through the gate. (Actually, motor cars did not use this rear gate, due to bad road conditions. Whether or not a telephone was installed at this sentry box was unknown.)
- Point 79. Buildings (Barracks) Used by the AAA Regiment under the Direct Control of the 1st Infantry Corps: More than 10 separate barracks of similar build were situated in the north-western side valley of the 93-meter hill, irregularly scattered so as to fit in with physical terrain. Each building was a single-story brick structure, 20 meters long, 5 meters wide and 2 meters high, with a tiled roof of gable type. These barracks, constructed sometime before 1958, were occupied by some of the AAA Regiment force under direct control of the 1st Infantry Corps, who built AAA positions on the mountain range (indicated in Point 83) adjacent to the 93-meter hill. (Actual strength and physical setup of the positions being unknown, these AAA positions were assigned with the mission of air defense in the Wonsan area including the airfield. Primarily responsible for air defense of the Wonsan airfield was the 36th AAA Regiment, [designation unknown] AAA Division, whose position was located at the place indicated in Point 84.)
- Point 80. Building Used by an Unknown Infantry Unit: A single-story, warehouse-like brick structure, 20 meters long, 5 meters wide and 2 meters high, with a thatched roof of gable type. This building seemed to be used by certain infantry troops, since infantry men were observed going in and out.
- Point 81. Parking Place of the 1st Infantry Corps: Parked on a 150 by 150 meter square of ground, surrounded by no fence, were 30 to 40 automobiles (GAZ 51, ZIS 150), which were sometimes mobilized to other places for unknown purposes. These automobiles always stayed in this parking lot during darkness. Apparently, they belonged to organizations other than the infantry units stationed close to Wonsan Air Field.
- Point 82. Composite (Air Force and Infantry) Officers' Quarters: Approximately 30 separate residences of similar build, constructed sometime before 1958, were laid out at regular intervals, each house being a single-story stone structure, 20 meters long, 4 meters wide and 2 meters high, with a tiled roof of gable type. Under the management of Air Force and/or Infantry Corps [redacted]

- 44 -

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

these officers' quarters were inhabited by officers belonging to a general branch of service (the staff and rear service officers) at Wonsan Air Field, and by infantry officers belonging to the AAA troops indicated in Point 79 above. Each residence was occupied by two households (each with one kitchen and one room).

Point 83. AAA Positions (under the command of First Corps): [] it was said that AAA positions were constructed on the name-unknown mountain peaks northwest of the 93-meter hill, []

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[] The AAA positions were operated by some of the AAA Regiment force under the direct command of the 1st Infantry Corps mentioned above in Point 79, with the mission of air defenses for the city of Wonsan.

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Point 84. AAA Positions of the 36th AAA Regiment, Designation-unknown Air Force Division: The AAA position, occupied by a designation-unknown company belonging to the above regiment, were in the pine-wooded area, some 1,000 meters northeast of the auxiliary runway at the southern end of Point B. []

[] observed another 36th Regiment position located opposite the railroad factory, which was explained in a separate paragraph.) Considering the 100mm automatic anti-aircraft guns with which the 36th AAA Regiment was equipped, it is presumed that the positions occupied by this company were also armed with the same caliber automatic guns. In principle, one AAA company owned 4 to 6 guns. Covered by pine trees, the position of the area was favored with natural terrain features as a camouflage to prevent aerial observation.

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Point 85. Bomb-Dropping Training Area: On the sandy beach, some three kilometers southeast of the auxiliary runway, was situated the bomb-dropping training area marked by a circle of about 100 meter in diameter. The area was used jointly by the 56th and 26th Regiments, not only for the purpose of dropping bombs, but also for utilization as a bombing target during their bombing flight training. Therefore, there were frequent training flights observed above the area. The bombs used in this training were those 50 kg explosive shells devoid of percussion powder. The degree of the bombing precision was evaluated according to the system: "excellent" to hits within the area of a 50 meter-radius from the center; "good" to those within a radius of 75 meters; and "pass" to those drops within a radius of 110 meters, which was the minimum, barely passing the established requirements. The 26th Regiment's average records showed "good" according to this evaluation system, and the

- 45 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

56th Regiment maintained an efficiency parallel to the 26th. (The 26th Regiment annually underwent about 120 flights of such bombing training. Only those officers above and including the level of responsible flight officer participated in the training.)

Point 86. Rifle and Pistol Range: The rifle range, which had a 100 meter-long and one meter-high embankment was located on the flat land some 500 meters east of the runway. The range was surrounded by bushes. On shooting exercise days the targets made of board were brought in by the unit concerned. The shooting training (with live bullets) was conducted twice or three times a year in accordance with the plan prepared and issued by the Air Force Command. Military personnel under the command of the 5th Base were frequently undergoing the training.

Point 87. Machine-Gunning Training Area: About 300 by 200 meter square of ground was marked out in the area, some 300 meters east of the main runway, to be used by both the 26th and the 56th Regiments as a strafing training area. On its solid mud ground, pictures to scale of the F-86, BO-56 and RB-47 planes and automobiles were drawn so as to serve as targets for eye sighting. The training was limited to the day-time. The degree of shooting proficiency was rated in accordance with the following system of evaluation: of the 20 bullets fired, 4 hits on the target rates a "pass", 6 hits a "good" and 8 hits an "excellent". The 26th Regiment's average proficiency was "good"; however, the regiment was rather weak for that rate. Many a newly appointed flight officer was short of the "pass" requirements. Although there were no particular action taken against those who failed, they were criticized in the light of lack of sincerity and subjected to additional training for the single purpose of furthering their shooting skill.

Point 88. Coast Guard Observation Post: A log house, 2 meters long, 2 meters wide and 15 meters high. In the daytime a mobile guard armed with an automatic rifle moved along the coast line north of the air field to the seashore east of the 93-meter hill (CU 688387) with the observation post as the center of the patrol area. Nighttime observation duty was conducted on the rooftop of this log house. While the observation post belonged to a Coast Guard Unit, it is unknown what unit exercised operational control of the guard unit responsible for the security mission. The uniform of the guards, however, was similar to that of an Infantryman.

Point 89. 100mm Automatic Anti-Aircraft Guns Exposed on the Ground: There were 5 automatic anti-aircraft guns of 100mm caliber

While these guns belonged to the 36th AAA Regiment, it is unknown

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

why they were kept in array at this spot. Apparently they had been moved to the place for a certain temporary purpose. Whether they were brand-new guns fresh from an assembly line or not was also unknown.

these were the latest Soviet-made anti-aircraft guns introduced for the first time into North Korea. They were designed so that 4 to 6 guns usually owned by one company go off at a time. Each company equipped with such guns had a radar (its specific performance unknown), by which the altitude and speed of approaching enemy planes were computed. When a specially installed instrument was fed this information and the switch connected to the guns was turned on, all the guns, which automatically moved and sighted the same target, went off simultaneously. The anti-aircraft artillery units under the command of North Korea Air Force had many automatic guns of this type on hand. It seemed that the 36th AAA Regiment was equipped entirely with this type of guns, which were moved by ZIS 151 (6x6) gun tractors. 50X1-HUM

- Point 90. Barracks of an Unknown Infantry Unit: Three to four barracks of the same build were laid out along the southern valley on the 90-meter hill at irregular intervals so as to fit in with the physical terrain, each being a single-story brick structure, 15 meters long, 4 meters wide and 2 meters high, with a slate roof of the gable type. The infantry unit occupying these barracks was charged with the responsibility of guarding the coast and the observation post indicated in Point 88 was also manned by this unit. (Information on strength, operational control, and disposition of guards was not available.)
- Point 91. Officers' Residences: Each residence was a single-story brick structure, 15 meters long, 4 meters wide and 2 meters high, with a tiled roof of the gable type. Officers belonging to the infantry unit at Point 90 and the 36th AAA Regiment at Point 92 were living together with their dependents in 7 to 8 houses of the same size and build, which lay scattered toward the beach. When they went downtown, the dependents used the road on the west side of the airfield and walked through the airfield front gate. They carried the pass issued by the Garrison Command (56th Regiment Staff Department). (All the dependents living in other official residences possessed the same pass).
- Point 92. AAA Position: On the top of a mountain (CU 687384) linked with the 90-meter hill (CU 688386) there was an anti-aircraft artillery

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L.

position occupied by a company of the 36th AAA Regiment. [redacted]

[redacted] no specific knowledge about the setup of the position was available (The position was not visible from the base of the hill). It was assumed, however, that the position was equipped with 100mm automatic AA guns.

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- Point 93. Enlisted Men's Mess Hall and Sleeping Quarters of an AAA Company: Each of the three buildings which lay scattered here was a single-story brick structure, 20 meters long, 4 meters wide and 2 meters high, with a tiled roof of the gable type. These were used by the company of 36th AAA Regiment (indicated in Point 92) as its mess hall, sleeping quarters, etc.
- Point 94. P-20 Radar: Reference should be made to (1) of a. under 6) of 7. (See paragraphs regarding aeronautical method and the command post of the airfield technical facilities.)
- Point 95. Sentry Post at the Entrance to the Recreation House (at Point 96): This was one of the ordinary sentry boxes made with boards, 1 meter long, 1 meter wide and 2 meters high. The sentry post was manned by over 10 soldiers of the 5th Base who were permanently assigned to the recreation house serving as security guards. Around-the-clock security service was conducted at this post. On the other hand, mobile guards were posted on the far northern coast of the Kalma Peninsula only during hours of darkness. Information on the strength and the security net of the mobile guards was not available.
- Point 96. Recreation Houses for Air Force Officers: Four houses of the same build lay scattered between low hills (in the CU 682392 area northwest of the 90-meter hill) on the northwest side of the Kalma Peninsula, each being a single-story brick structure, 25 meters long, 6 meters wide and 2 meters high, with a tiled roof of the gable type. On the beach side in the vicinity of CU 681393 there was one more house under construction [redacted] This recreation center was a unique organization of the sort operated by the North Korean Air Force for the non-flight duty officers below the rank of Lieutenant Colonel including some ground maintenance officers (The maintenance officers, however, were sent to different places according to the quota of recreation tickets issued). (The recreation center for the pilots was operated and managed by Ministry of National Defense). Individual officers spent 15 days for recreation here in the summer under a system of alternation. The center, headed by a Lieutenant Colonel who had under his control five officers and several enlisted men and laborers, had accommodations for approximately 100 persons. The total number of the recreation-takers here accounted for several hundred man-days per year. Logistical support for the center was provided by the 5th Base. In summer the center was thronged with officers on recreation leave who engaged generally in fishing, swimming or oyster-picking for pastime since no particular recreation facilities existed in the place. The officers were not authorized to take their family members with them.

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C-O-N-F-I-D-E-N-T-I-A-L

8. Supply

Responsibilities for providing overall logistical support to the Wonsan Air Field rested with the 5th Base which received most supplies from the 2nd Base storage facilities located at the Sondok Air Field. The 5th Base was under the supervision of the 2nd Base in the aspect of operations although both had the same organizational structure. In addition to the Sondok Air Field the 2nd Base was responsible to the Air Force Command for logistical support of its 2nd Pursuit Division. The 56th and 26th Regiments under the command of the 2nd Division were located in the Wonsan Air Field and received logistical support from the 5th Base; therefore, it was through the 2nd Base that receipts support of and requisitions for supplies were reflected in the Air Force Command. (No information was available concerning relations between the 2nd Base and the Air Force Officers' School located in Ch'ongjin).

1) Information Related to Aircraft

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- a. Airplanes: As was the case with all the airplanes owned by the North Korean Air Force, all planes in this airfield were those imported from the USSR. Allocation of the airplanes was directly controlled by the Air Force Command (Engineer Department) which selected recipient units and issued pertinent directives. Upon receiving the directive a recipient unit sent its personnel to "the place" to fly the allocated planes to their airfield. "The place" was an airfield

- (1) [redacted] the 2nd Division headquarters received a directive from the Air Force Command to the effect that assembling technicians should be furnished to the Kusong Air Field by a certain fixed date to work on the two MIG-15 airplanes which were to be additionally allocated to the 56th and 26th Regiments under the command of the Division, one to each of the Regiments. Based upon the directive, the Division headquarters then issued an order to each of the two Regiments mentioned above, specifying the designated date and place (the Kusong Air Field) and the number of personnel to be dispatched for the work of assembly. In response to the order each Regiment first of all determined the battalion to possess the plane in the light of the Regiment-wide operational situation and then proceeded to designate an assistant flight engineer (in the rank of Lieutenant) and an airplane engine specialist (Sergeant) belonging to the recipient battalion, who were to be charged with the responsibility for supervising the assembly work at the designated airfield and further for subsequent repair and maintenance of the MIG-15 allocated. Approximately a month after the two persons had been placed on the temporary duty, the Regiment

- 49 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

nominated and sent a pilot to the Kusong Air Field to fly the finished MIG-15 over to the Wonsan Air Base. Immediately after the order the pilot took off from Kusong Air Field and landed at the Wonsan Air Field. No information was available about the paper work involved in such allocation of additional airplanes. While the Air Force Command specified in its directive that the planes under the assembly at the Kusong Air Field were all newly imported and brand-new ones, it was not known whether or not the Kusong Air Field was the only place for this type of airplane assembly work.

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- (2) In accordance with an adjustment order by the Air Force Command [redacted] the 26th Regiment, 2nd Division [redacted] dispatched its personnel to the 25th Regiment, 1st Division (stationed at the time in Pukch'ang) to obtain two MIG-15 B13 airplanes the 25th Regiment had been using (the 25th Regiment later had moved to the Sunch'on Air Field for an unknown purpose at an unknown date and was still located there [redacted]). The Air Force Command's order included specific numerical designation of the two planes to be transferred to the 26th Regiment. [redacted] the action by the Command for transfer of the planes might be attributed to the losses resulting from the aerial collision between the 26th Regiment's two MIG-15 B13s during their flight training [redacted] and furthermore to some necessities in the light of the overall operational situation including the training status of the 25th Regiment, 1st Division (The total number of airplanes in the North Korean Air Force fell short of its table of equipment).

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50X1-HUM

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- b. Aviation POL: Of all the aviation POL which were handled by the Fuel and Oil Section of the 5th Base, T-1 was in great demand since the Wonsan Air Field was a base for jet planes. The base also maintained a small amount of B-70 fuel to meet temporary requirements for supplementary fuel supply to those propeller-type planes which visited the base. In addition, the Base kept aviation mobile gas and the like on hand; however, no knowledge was available on their specific names and usage.

The POL was brought in by rail through the Wonsan Railroad Station to the terminal of the railroad running through the southern area of the airfield (see the sketch). The POL, mostly T-1, which was transported on the oil cars (which were flat cars with oil tanks on them), was then moved from the terminal to the oil storage area at Point 77 by fuel-and-oil trucks (ZIS 150 fitted with oil tanks). [redacted]

[redacted] freight car transportation by this railroad took place two or three times a month, each time including three to four oil cars carrying an unknown amount of POL. The aviation POL which was delivered to the storage area as was stated above was then supplied to each airplane by one of the following two methods:

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C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

One of the methods was by the fuel-and-oil truck which conveyed the proper POL from the storage tanks to the designated airplane parking lot of each wing, where the planes received their oil supply directly from the truck. The other method was feeding the planes at the Oil Station indicated at Point 11, this method being observed generally during the time of flight training (See Point 11). The Wonsan Air Field had never encountered any difficulties in conducting flight training due to shortage of a POL supply. The POL was the product of the "Baak" area in the Soviet Union. The nature of importation from the USSR and the administrative procedures concerning the POL supply were unknown.

- c. Airplane Spare Parts: The machinery and material received and issued by the Equipment Parts Section of the 5th Base included every item of machine parts, to say nothing of the engine, except the airplane body. Through what administrative action these equipment parts were received and issued is unknown.

lack of several of the following equipment parts brought about an obstacle in the repair of airplanes:

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Pompa (?) of Operation Machine: One of the airplane machine parts in somewhat large demand which frequently was out of stock resulting in difficulties in implementation of repair work.

Storage Battery for Airplanes: 24 to 29 volt storage batteries in current use were outdated ones and therefore re-charged whenever required at the Battery Charging Station indicated at Point 23. These were so obsolete, however, that 100-percent re-electrification was impossible with the result of undermining flight safety. In addition, no extra batteries were available to replace those obsolete and outdated ones. This was one of the most essential equipment parts that the North Korean Air Force should secure as soon as possible.

- d. Aerial Ammunition: Under the control of the 5th Base the Wonsan Air Field ammunition storehouses indicated at Point 74 maintained an unknown amount of ammunitions for 37mm-caliber machineguns, 23mm-caliber machine guns and 12.7mm-caliber machineguns mounted on UMI-15's. The storehouses also maintained 50-, 100- and 200-kilogram mine bombs and explosive shells. It was a rule that the storehouses should maintain as a basic level, three times as much ammunitions as required for thrice-a-day sorties by entire airplanes (in order to complete combat preparedness to be maintained). Used during the flight training were the 23mm-caliber machine gun ammunition, annual consumption of which was 60-odd rounds per a pilot. (Therefore, total yearly consumption by 76 pilots of 26th and 56th Regiment: 60 rounds x 76 = 4,560 rounds.) Apart from the ammunitions in storage, each airplane kept aboard a required amount of 37mm-caliber and 23mm-caliber machine guns ammunitions. The original supply source of these aerial ammo and bombs is unknown.

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C-O-N-F-I-D-E-N-T-I-A-L

- 2) Food Supply: It was the 5th Base that exercised overall control of the food supply for all officers and men of the 26th and 56th Regiments and other small units (such as the Radar and Illumination Companies) attached to the airfield including the 36th AAA Regiment, 32th AAA Division. There were separate mess halls according to the specialty of service and military rank. As for the staple food, the 5th Base received the quantity of rice determined by the Kangwon-do People's Committee, on the basis of the rice receipt slip issued by the Air Force Command. No knowledge is available on the definite amount of the rice drawn each time and of the warehouses it came from. Among various articles of subsidiary foodstuff, such as soy, bean-paste and salt were received through the same procedures as in the case of rice. It was decided that requirements for other subsidiary food (that is - vegetables and meat) would be met by each unit's own efforts in accordance with the directive issued by the Minister of National Defense [redacted]. Originally, vegetables and other secondary foodstuff delivered to the armed forces constituted such heavy demands in the light of the total output of agricultural products that distribution of the items to laborers and ordinary citizens was unavoidably curtailed, causing an increasing discontent among them which consequently brought about the so-called "Purge of the Hamgyong-pukto KLP Staff" incident [redacted]. In the face of this situation, North Korean government authorities decided on a self-support policy which required each individual unit to produce its own supply of vegetables, meats and fish (fish - particularly in the units stationed along the coast). The articles of subsidiary food self supplied by the Wonsan airfield were: every kind of vegetable, meat (25 grams per man per day) and fresh fish. To meet subsidiary food requirements on the basis of self-support, each troop unit with company strength (as a unit) grew vegetables and raised hogs. Even the pilots were mobilized as well as well as ordinary officers and men for the work. Frequently they were deprived of their self-study hours to such an extent as personal efforts for developing technique were badly affected. For the kitchen work at various mess halls in the airfield laborers were employed: 5 (including three female workers) in the pilots' mess hall (which was a combined one for the 56th and 26th Regiments and the Division Repair Station), 7 (including 5 females) in the ordinary officers and men's mess (the 56th and 26th Regiments and AAA positions) and one female worker in the patients' mess (for the patients in the base hospital). In addition, each mess hall had one or two qualified cooks who had passed the pertinent national examination.

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- a. Food Supply for the Pilots: The Point 55 building on the attached sketch was used as the pilots' mess hall where all the pilots of the 26th and 56th Regiments ate. Though the quantity of daily food service is unknown, the regulation concerned prescribed 6,500 calories (USSR regulation) which it is constitutionally impossible for Koreans to absorb. The mess hall opened at 0600 hours and closed at 2200 hours and food was available at any time during those hours. Except on Sundays, all the pilots, including those who lived with

C-O-N-F-I-D-E-N-T-I-A-L

their dependents in the official residences were required to eat three meals daily in this mess hall. Even the regimental commanders were no exception to this regulation.

The articles of food supplied to the pilots were as follows:

Staple Food:	boiled rice
Subsidiary Food:	meat (chiefly pork and canned meat produced by NK) vegetables chicken fresh fish
Supplementary Food:	bread (produced by NK) butter (produced by NK) sugar (produced by NK) milk (produced by NK) chocolate (USSR product) 150 grams per day egg (produced by NK)

The supplementary food was served along with three daily meals, except the days of training when it was served as pilots' snack. All food, except chocolate, was made available without limit. In summer, the supplementary food list included a jug of iced low-class rice wine and ice cream which were served by turn. In order to provide 6,500 calories per day, a great deal of meat must be rationed out. In view of their eating habits, however, the Korean people cannot stomach so much meat as the Russians do. Even the best efforts will not make the above caloric intake possible. In the face of the situation it was decided that one of the daily three meals would be provided on the basis of individual request. Namely, when they finished their breakfast, the pilots were required to make an entry in a book maintained in the mess hall of the food they desire to eat. In accordance with this entry, the individually desired food was prepared and served at the time of lunch or supper. Their choice was to be made among such articles as vermicelli, glutinous rice cake, bean curd boiled in bean-paste, fish boiled in bean-paste, etc. This method made it possible to provide maximum nutrition by serving the food agreeable to each one's palate and further to eliminate waste of foodstuff. The North Korean authorities announced that as the current rations to the pilots were based on the system of the USSR armed forces and therefore impracticable, study was under way to work out proper measures to provide maximum nutrition on the basis of various factors including the Korean peoples' general constitution and native food. On Sundays the pilots except those bachelor officers who live within their military compound ate their meals at their homes for which the same quantity and sort of the food provided in the mess hall was rationed out once a month.

C-C-N-F-I-D-E-N-T-I-A-L

- b. Food Supply for the Maintenance Officers and Men: There was no discrimination between officers and men in the quantity and kind of food rationed. Although no knowledge is available about its definite caloric content, it was said that the food was more excellent in its quality and amount than that rationed to ordinary officers and men (The Wonsan airfield had no aboard-the-plane maintenance men. [] the caloric amount of the food was the same as that rationed to the tank men). It was only the bachelor maintenance officers who ate in the mess hall indicated at Point 28 (The officers' mess hall was partitioned from the NM's). Those who lived with their family ate three meals a day at their homes. The length of the mealtime was the same as other ordinary mess halls in conformity with established regulations. The food which was made available here was only that prepared on the basis of the daily programmed menu. 50X1-HUM
- c. Food Supply for Ordinary Officers and Men: Point 51 building shown on the attached sketch was the mess hall for the ordinary officers and men of the 26th and 56th Regiments, the 36th AAA Regiment, the 5th Base and the other small units attached to the airfield (such as Illumination and Radar Companies). They had a 3,200 caloric per day diet with its quality unknown. Those officers who lived in the official residences ate all the daily meals at their homes. Only the enlisted men and bachelor officers ate in this mess hall which provided the same quality of food without discrimination between officers and men.
- d. Food Supply for Patients and Recuperators: Although it was said that the patients were provided with more excellent food and of a higher total amount of calories than that served to the average officers and men, no definite knowledge of the matter was available. [] the food for the recuperators was also of higher quality than that provided to ordinary officers and men. However, no definite information on the quality and amount of the diet was available. 50X1-HUM

All the mess halls mentioned above were operated and managed by the 5th Base.

e. Laborers and Dependents:

- (1) Laborers: In principle, each laborer was required to handle the problem for himself by bringing food to work or by doing the cooking of his own ration on the spot. However, they were unofficially allowed to eat in the mess halls where they worked.
- (2) Rations for the Pilots' Dependents: The pilots' dependents received payable (the charge unknown) distributions at the rate of 500 grams per man per day (Even the non-blood relations, if under the support of a pilot, excluding the infants, were included in this distribution). The subsidiary foodstuff

C-C-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

was distributed in accordance with the rationing system in operation throughout North Korea. In addition, a family subsidiary allowance was paid to a responsible member of each family at the rate of 8 won per man per month.

- (8) Rations For Ordinary Officers' and On-Overdue-Service NCO's Dependents: They received payable distributions at the rate of 300 grams per dependent per day (Any persons listed as supported within a family, excluding the infants, were entitled to get the ration). They also received a family subsidiary allowance at the rate of 50 chon per dependent per month. Distribution of the subsidiary food to these dependents was conducted under the same system as that of the pilots' dependents. The on-overdue-service non-commissioned officers means those in the rank higher than and including Sergeant whose term of service had expired and who nonetheless had to continue their military service in the light of their unit's situation which demands their continued work (chiefly in the technical field). Upon being appointed on-overdue-service non-commissioned officers according to their personal desire, they received the same amount of pay as that of officers. In the North Korean Air Force they were mostly engine operators who had entered the service during the Korean War.

- 3) Clothing Supply: The 5th Base took care of this matter, with all the clothing coming from the 2nd Base located in the Sondok Airfield. General breakdown of the clothing issued was as follows:

a. To Pilots:

- *Regulation cap, woolen, winter, NK made
- *Regulation cap, woolen, summer, NK made
- Dress uniform, woolen, summer, issued every 3 years, only to pilots
- Dress uniform, woolen, winter, issued every 3 years, only to pilots
- Uniform, hemp, summer, issued annually
- *Uniform, woolen, winter, issued every 2 years

(The last two were the ordinary uniforms common throughout the People's Army.)

- * These were of the same quality with that of the woolen wears issued to the high-ranking infantry officers above and including Major.

Flight uniform, leather, winter, Chicom made, issued every 3 years
Flight uniform, leather, summer, Chicom made, issued every 3 years
Flight uniform, hemp, summer, NK made, issued every 3 years

(In principle, during the summer time flights they were to wear the last two summer aviation garments.)

C-O-N-F-I-D-E-N-T-I-A-L

G-uniform, nylon, Soviet-made, immediately replaced by the 5th Base storage whenever damaged, having no definite consumption rate.
Aviation boots, leather, winter, NK made, issued every 2 years
Aviation boots, leather, summer, NK made, issued every 2 years

All the clothing, once issued, was kept by the individual pilots. Except the G-uniforms, which was exchanged with a new one whenever damaged, all the flight uniforms were repaired free of charge, while there was a charge for repair of the other clothing. Unlike other clothing, the flight uniforms had to be turned in.

b. To Other Officers:

Uniform, hemp, summer, issued once a year
Cap, hemp, summer, issued once a year
Shoes (a pair of leather shoes and another pair of work shoes) once a year
Overcoat, hemp and cotton made, winter, issued every 2 years
Uniform, hemp and cotton made, winter, issued every year
Cap, hemp, winter (the cap for protection against cold) issued annually
Shoes, hemp and cotton made, for protection against cold, issued annually.

The winter uniform and cap issued to the officers higher than and including the rank of Major were made of wool similar to those supplied to the pilots (Issue of the uniform was once every 3 years and the cap every 2 years). Issue of the clothing above was not based upon the turning-in system. The individual officers concerned were charged for clothing repair. The maintenance officers received an additional supply of summer and winter work clothes (The summer suit made of hemp was issued annually and the winter wear made of cotton once every 2 years).

c. To Enlisted Men:

Uniform, hemp, summer, issued every year
Cap, hemp, summer, issued every year
Work Shoes, hemp, issued two pairs every year
Uniform, hemp and cotton made, winter, issued every year
Cap, winter, hemp, for protection against cold, issued every year
Work Shoes, hemp and cotton, winter, issued one pair every year
Overcoat, hemp and cotton, winter, issued every year.

The clothing issue to enlisted men was based on the turning-in system. Free service in clothing repair was made available and laundry was through their master sergeant. The clothing for the on-overdue-service non-commissioned officers was similar to that of average enlisted men but did not require turning-in for new issues, with the system used in the matter of clothing repair and laundry being the same as that of officers.

C-O-N-F-I-D-E-N-T-I-A-L

For underclothes, both officers and men were issued similar cotton underwear at the rate of 4 suits (two for summer wear and the other two for winter) a year. In addition to these underclothes the pilots received a suit of special underwear made of wool every 3 years and a pair of leather gloves for summer and winter wear every 2 years.

- d. Clothing for the Dependents and Laborers: This was subjected to the application of the general social clothing system operated in North Korea.

4) Equipment On Hand (except airplanes):

Equipment	Use	Quantity	Belong to	Remarks
Truck, GAZ-51	Freight transportation & airplane towing	20	Trans Co., 5th Base	
Truck, GAZ-63	"	5	"	
Truck, ZIS-150	"	10	"	
Fuel Oil Truck, ZIS-150	Transportation & supply of aviation oil	10	"	Same as ZIS-150 except oil tank
Ambulance, GAZ-51	Evacuation of patients	5	"	Attached to hospital
Jeep, GAZ-67	For regimental commanders' personal use	2	1st Br., 56th Regt; 1st Bn, 26th Regt	
Signal Communication car (Radio Com.) ZIS-151	RAC-YKB communication	3	Sig Plat, 56th Regt	
GAZ-63	Medium- & Microwave com.	1	"	
Starter ZIS-150	Cranking of Airplane engine	2	Trans Co, 5th Base	See Annex 18 of 25
"?	"	3	"	"
"Chonwondaech'a" (a sort of starter)	Starting of airplane engine	12	6th Bn, 56th Regt; 6th Bn, 26th Regt	See Annex 18 of 25 (mfd. in Wonsan Airfield)
Oxygen Car, ZIS-150	Oxygen feeding of airplane	3	Trans Co, 5th Base	
Radar P-20	For E/W CCI use	1	Radar Detection Co.	
P-8	For GCA use	1	"	

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

Equipment	Use	Quantity	Belong to	Remarks
Searchlight (its name unknown)	Illuminating of runways	2	Searchlight Co	
AAA Gun, 100mm (automatic?)	Anti-aircraft of defense (for the Wonsan Airfield)	About 30	36th AAA Regt	4 to 6 guns (owned by one (c. x 6 (number of Cos) - about 30 guns
Tractor 80 model (USSR make)	For towing and farming	1	Trans Co, 5th Base	
? model (USSR make)	For ground leveling	1	"	
Rifle 7.62mm, M1891/30	EM's combat use	?	Trans Co, 5th Base	Stored in Ware- house
7.62mm, Cavalry carbine, HI938	EM's combat use	About 400	Every unit (include the attached units)	Generally one rifle per man
Submachine Gun 7.62mm, PPSh-41	EM's combat use	About 200	"	Used by EM
PPS-1943, 7.62mm	EM's combat use	?	36th AAA Regt	
Signal Rifle 27mm, double system	Airplane signal	?	5th Base	Used at Starting Line Command Post
Single system	?	?	"	"
Pistol, H 1933, 7.62 mm semi- automatic	Pilots and officers' Use	?	Every unit (include the attached units)	

Weapons to be used by soldiers in combat were to be replaced by submachine guns PPSH-41 and PPS-1943, but the scheduled date was unknown.

- 5) Maintenance: The North Korean Air Force implemented a seasonal maintenance program, in which all the equipment such as airplanes, automobiles, long and short distance radios, radar, etc. which contain engines or motors were subjected to examination so as to enable their all-weather operation. In addition, overall maintenance and repair were performed twice a year in April and October, when the work was arranged in light of the type and quantity of the equipment involved so as to be accomplished within the month.

- 58 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

On each occasion the Air Force Command issued directives relevant to the matter. It was many years before that this seasonal maintenance program had begun with a great deal of good results. Also this type of work was indispensable.

- a. Airplane: Each regiment underwent this seasonal maintenance by subjecting its subordinate battalions by turns to the program during the period. Each battalion needed 10 days, of which 7 days were for required repair work and the remaining three days for test flights. Therefore the total time length required by each regiment was one full month. The seasonal aircraft maintenance was carried out on the basis of the written directives issued by the Air Force Command which also included relevant maintenance lists. All the maintenance officers and men had been subjected to proper training and subsequently an examination pertaining to the above maintenance lists before any physical repair work started (Failures in this examination incurred criticism at their political meetings). Responsibility for everyday maintenance of the airplane rested with the individual battalion (Technical Department), each of which had a tactical unit in aircraft maintenance. Each airplane had its own maintenance crew who took care of everyday checkups and maintenance including certain repair work or replacement of damaged equipment parts (even the engine) with new ones by the allout effort of each battalion's maintenance capability. The repair work on some damaged fuselages, engine trouble, defective machine parts and such other major repair work was turned over to the division repair station which was charged with such a repair work as could be accomplished within 100 hours. They sent those which required more than 100 hours repair work to the aircraft repair factory located in Sinuiju. The North Korean Air Force authorities ruled that the expected life span of a fighter plane is 500 flying hours, and those planes which exceeded the limit were forwarded, whether they were serviceable or not, to the above airplane repair factory in compliance with the Air Force Command's instructions. [redacted] there were no airplanes sent over to the above factory for an extensive overhaul except those which exceeded the established limit of their life span (They were not capable of aerial maintenance).

50X1-HUM

- b. Other Equipment: As for automobiles and other ordinary equipment, general repair of the engines, bearings and the like was possible.

50X1-HUM

9. Buildings: See paragraphs 6 and 7 above. (This airfield had neither hangars nor particularly large warehouses in its area. See the Point 37 (Building for Combined Use) for the soldiers' quarters.)

C-O-N-F-I-D-E-N-T-I-A-L

10. Flight Training:

Since the Wonsan Airfield was a base for the joint use of the 26th and 56th Regiments both went into training by turns on alternate days with Saturday and Sunday excluded from the schedule. They did not stage night flights. The 26th Regiment selected only fine days of less than 5 to 6 bars' clouds for its flight training while the 56th Regiment launched training regardless of weather conditions (whether it snowed or rained and even when it was overcast with clouds of a more than 3,000 meters-altitude except with the cumulo-nimbus). Over the Wonsan Airfield, therefore, the flight training was almost an everyday scene.

- 1) Training Hours and Days: As a rule, the flight training was scheduled to be conducted from 0700 to 1300 hours (and the schedule was generally completed with). Subsequent hours were spent for lunch and napping until 1600 hours when a meeting for critique and review of the daily flight training performance started. It lasted until 1800 hours. Then came the time for supper which was followed by the usual political activities, including various political meetings. Both the 56th and 26th Regiments 50X1-HUM followed the same daily schedule on their flight training day. Average flying hours on such a training day amounted to 30 minutes per participant. The [] flight training program issued by the Air Force Command prescribed that the minimum basic target as to the number of flying hours was approximately 40 hours per year per pilot in the 26th Regiment. To guide and train the newly-commissioned pilots assigned to the 26th Regiment [] 50X1-HUM however, the full-fledged pilots higher than and including the grade of responsible flight officers (who had gone through the training course required for a solo sortie) were to fly for 20 to 30 more hours in addition to the established minimum number of flying hours above. In short, the minimum number of flying hours annually required is 70 hours for the full-fledged pilots and 40 hours for the newly-commissioned. Since the 56th Regiment's training program included the tactical and aeronautical training in addition to the normal schedule, [] the minimum basic flying hours 50X1-HUM for its pilots were longer than those for their opposite numbers of the 26th Regiment. [] 50X1-HUM

Weekly Training Schedule:

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
26th Regt	T*		T		T		
56th Regt		t**		t		t	

* T indicates the 26th Regiment's flight training day.

** t indicates the 56th Regiment's flight training day.

C-O-N-F-I-D-E-N-T-I-A-L

- a. The weekly training schedule was to be subject to some changes, dependent upon the weather conditions. Under unfavorable weather situations the 56th Regiment staged bad-weather flight training regardless of the above schedule, resulting in the 26th Regiment's occasional loss of a training day.
- b. It was only occasionally that the 56th Regiment went into training on Saturdays as Saturday was not always a regular training day for the regiment.
- c. Sundays were spent in care of the cultivated vegetables or for participation in various political meetings. It was about once a month that the officers were allowed to take a day off for rest and recreation.
- d. The flying weather conditions for flight training:
For the 26th Regiment: a fine day with clouds of less than 5 to 6 bars.
For the 56th Regiment: a snowy or rainy day, or an overcast day with non-cumulo & nimbus clouds of more than 3,000 meters-altitude.
- e. Daily Schedule for Flight Training Days:

0700 to 1300 hours (0800 to 1300 hours during winter): flight training.
1300 to 1400 hours: lunch (the same lunch time of the routine daily schedule).
1400 to 1600 hours: napping.
1600 to 1800 hours: critique and review on the results of the training conducted on the day.

During winter from October to the end of April, the napping hours were taken off the schedule and instead ground training (such as class work, concerning aviation was conducted).

1800 to 1900 hours: supper (the same supper time of the routine daily schedule).
1900 to 2300 hours: participation in routine political activities.
- f. Since on a normal training day all the planes belonging to the regiment, including the 3rd alert battalion of the day, took off, the aggregate number of planes which participated in the training numbered more than 70. (During the training the alert planes of the day also were employed because they were capable of immediate take-off.)

2) The Type of the Flight Training:

- a. 26th Regiment: The regiment prepared a monthly training program on the basis of the annual master training program issued by the Air Force Command to each regiment through the Division headquarters.

50X1-HUM

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

[redacted] the full-fledged fighter pilots who had completed the training course required for the solo aerial combat sortie underwent the flying drill intended to develop the high-degree capability of battle flight in squadron formation [redacted]

On the other hand, the 30 newly-commissioned pilots assigned to the regiment [redacted] had to go through the course of two vs. two fighter aerial tactics which was the minimum basic requirements for the fighter pilots (The training course which was a general basic course for every newly-commissioned flight officer slightly varied with separate divisions). It was planned that [redacted] all the pilots of the regiment were to be subjected to additional training in aeronautics, air-raids on [redacted] unknown targets and ocean flight. 50X1-HUM

b. 56th Regiment: [redacted] 50X1-HUM

[redacted] the training program of this regiment included ocean flights and air-raids on [redacted] objects in addition to the ordinary training course similar to that of the 26th Regiment. In [redacted] the night flight training would be added to the program.

3) Flight Training Area:

50X1-HUM

50X1-HUM

The Wonsan Airfield's flight training area was divided into five separate zones: the 1st, 2nd, 3rd, 4th and 5th zones, each a 30 kilometer-square area and with the last zone marked over the sea. In addition, each zone contained a special flying district 15 km long and 10 km wide. Each separate zone also served as a formation-flight training area. [redacted] there had been many difficulties in implementing the training due to the fact that each zone was situated so close to the airfield and limited in area. Subsequently, each zone was expanded and rearranged so as to make it at least 20 to 22 kilometers' distance from the airfield (See Annex 24 of 25 for the sketch of the training area). The training area was for the common use of both the 26th and 56th Regiments. In case a pilot happened to be careless enough to fly out of the zone during his flight training he was spotted on the radar screen and given immediate instructions by his flight leader to correct his navigating position. If his transgression went too far he received a considerably severe warning by his senior officer after he had landed. Since the special flying drill included abrupt changes in air route and therefore was liable to interfere with other planes training it was strictly forbidden to go over the boundary out of the designated zone. In view of the number of planes participating in the day's training, individual pilots were assigned to respective training zones in advance. The 1st, 2nd, 3rd and 4th zones were used by one regiment at a time with the 5th sea zone being used mainly by the 56th Regiment and occasionally by the 26th. The fledgling pilots were not subjected to over-the-sea training because they were liable to the danger of losing their position.

C-O-N-F-I-D-E-N-T-I-A-L

C-C-N-F-I-D-E-N-T-I-A-L

4) Flight Orders:

During the training flight the flight leader was entirely responsible for issuing pertinent orders. Orders for the flying drill within the flight training zones mentioned above also came generally from this flight leader. Only the long-distance aerial navigation training flight was ordered occasionally by the Division Command Post when the training was concerned with emergency instructions of the Air Force Command including air-route correction by radar, etc. All the flying activities of the alert planes of the day solely by the Division Command Post. It was the flying officer of the day and the flight leader always present at the Take-Off Line Command Post, however, that were charged with responsibility for the technical flying instructions at the time of take-off. [REDACTED]

50X1-HUM

5) Flying Accidents:

There were four aviation accidents, which were attributed mainly to some poor ground control and the mutual carelessness between the pilots involved during their flight.

50X1-HUM

- a. The First Accident: It occurred [REDACTED] between two MIG-15 BISSs piloted by Junior Lieutenant CH'OE Pong-son (nta) and Senior Lieutenant HAN Il-pong (nta) respectively of the 2nd Company, 1st Battalion, 26th Regiment. In this aerial collision which shattered both planes into fragments CH'OE got killed and HAN bailed out. During the high-speed air maneuvers (steep formation dive) CH'OE's MIG-15 BISS, one of the formation member planes collided against the leading plane piloted by HAN since CH'OE failed to take care of the force of inertia produced by the steep diving.

50X1-HUM

- b. The Second Accident: It happened on a heavily clouded day [REDACTED] when a MIG-15 manned by Senior Colonel HAN Myong-kwon (nta), the deputy regimental commander for flight, and Lieutenant CHANG Mun-sun (nta), a company commander, of the 56th Regiment, took to the air on an inspection flight. The plane was diving from the altitude of 10,000 meters above the Ch'ongch'on River towards the Wonsan Airfield's long-distance radio communication point, breaking through layers of clouds, when it crashed headlong on a hill (name unknown) in the vicinity of Yangdok and exploded, instantly killing the two men aboard. Although knowledge of its cause was unavailable, the story made public purported that a certain Captain, responsible officer of the day in the Division Command Post was responsible for the accident by deliberately neglecting necessary ground communications with the plane. The unidentified Captain was court-martialed later and executed [REDACTED] The Colonel was posthumously promoted to Major General.

50X1-HUM

C-C-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

- c. The Third Accident: The accident happened [] to the MIG-17 piloted by Lieutenant KIM Kyu-ch'ang (nta), commanding officer of an unknown flying company of an unknown battalion of the 56th Regiment when it was engaging in a special flight alone through clouds over the 4th Training Zone in the face of rough weather conditions (10 bars). It crashed on a hill in the vicinity of Yangdok and exploded killing the pilot instantly. The post-accident investigation failed to clear up its cause and it was presumed that loss of the sense of posture contributed to the accident. 50X1-HUM
- d. The Fourth Accident: It happened [] when Junior Lieutenant KO Chin-hak (nta) of the 1st Company, 3rd Battalion, 26th Regiment tried to make a forced landing due to the trouble that a pull at his control lever did not help in gaining speed. His MIG-15 BIS was coming in from the southeast to the airfield when the speed dropped so great that the plane crashed on the sandy area some 2 kilometers southeast of the airfield resulting in its completely burning and its pilot's being heavily wounded. It was later found out that the accident was caused by one of the ground maintenance crew who had carelessly left his wrench within the plane's engine during his maintenance work.

As preventive measures against such aviation accidents strong emphasis was being placed on the following matters [] 50X1-HUM

All flights must be preceded by complete preparations.

Thorough maintenance.

Strengthened flight and command system.

Whenever an accident occurred the AF regiment involved was ordered to suspend its flying operations until such time as the cause was cleared up (Usually about one week). It was after proper preventive measures against future accidents of the sort were worked out on the basis of the investigated cause that the regiment resumed its flight training.

11. Anti-Aircraft Defense:

In addition to a P-20 radar for the purpose (see Point 94 on the sketch) the Wonsan Airfield had the 36th AAA Regiment of a North Korean Air Force anti-aircraft artillery division (designation unknown) equipped with 100mm AAA Guns which maintained positions on the hills surrounding the airfield and furthermore a part of the designation-unknown AAA Regiment equipped with unidentified guns under the direct control of the First Infantry Corps was stationed on the hills about one kilometer southwest of the airfield (See Point 83 on the sketch). Two searchlights (their name unknown) were observed around the runway (See Point 2 on the sketch). They were utilized primarily for illuminating the runway in case of night-time landing and the quantity and location of the other searchlights actually used for the purpose of air defense are unknown. Although two separate

C-O-N-F-I-D-E-N-T-I-A-L

C-C-N-F-I-D-E-N-T-I-A-L

anti-aircraft artillery units were arrayed around the airfield for the purpose of air defense it was the 36th AAA Regiment with its headquarters located at the airfield that was entirely responsible for the mission of the AAA guns. (The 36th Regiment had all its strength and equipment located in the area and was logistically supported by the 5th Base in matters such as feeding.) About ten times a year the AAA regiment launched an air-ground joint operation together with the 26th and 56th Regiments. The joint training had two objectives: one was to train the pilots in attacking enemy AAA positions and the other to train the artillery men (by sighting practice) in shooting down enemy planes.

Though stationed near the airfield, the AAA unit under the direct control of the 1st Infantry Corps was responsible primarily for anti-aircraft defense of the Wonsan city and port facilities and it was only in view of its geographical location that the unit was saddled with the additional mission of air defense for the airfield (Operation of the P-20 radar for anti-aircraft defense activity omitted here. See Item 6) of 7). Each AAA regiment placed under the control of North Korean Air Force had no organization equivalent to the battalion and was directly composed of six companies, each of which was equipped with 4 to 5 100mm automatic AAA guns (See Point 89 for details of 100mm AAA guns).

Drawn on Annex 25 of 25 attached hereto is the sketch showing disposition of these AAA positions, which were denoted by the alphabet. The following is the explanation concerning each denoted AAA position:

50X1-HUM

- (A) One Company (its designation unknown) under the direct command of the 36th AAA Regiment, a certain designation-unknown North Korea Air Force AAA Division: Manned by this company strength and supposedly equipped with 4 to 6 100mm automatic AAA guns the position was situated on a hill in the vicinity of CU 689390 about 500 meters north of the 84 meter-hill (CU 689386) at the northern end of the Kalma Peninsula (See Annex 23 of 25 for the sketch of this AAA gun).

- (B) The AAA guns exposed on the ground (one company [its designation unknown] under the direct command of the 36th AAA Regiment): See Point 89.

- (C) 100mm AAA Gun Position (one company of the 36th AAA Regiment): See Point 84.

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- (D) AAA Position (manned by two companies of the 36th AAA Regiment ?):
The AAA position having eight 100mm automatic AAA guns was situated on the 136-meter hill in the vicinity of CU 582313 some 4 kilometers south of the airfield.

50X1-HUM

It is the anti-aircraft machine guns that must be used against the planes flying at a low altitude and the 36th AAA Regiment apparently did not possess any of them (The 100mm automatic AAA gun is effective against bombers).

12. Transportation Routes:

50X1-HUM

The transport routes leading into the airfield consisted of the standard-gauge railroad laid on the eastern side of the airfield's rear gate (Point 78) and the 10-meter wide asphalt-surfaced road connected with the front gate (Point 47). Construction work for this asphalt-paved road started [] as a part of the road repairing program for Wonsan-si. (The asphalt surfacing work for the Wonsan streets was completed []). It was only the front gate that was open for use to traffic in and out of the airfield (except by rail) and therefore all persons and vehicles were to use this asphalt-paved road only. As a rule, no traffic was allowed through the rear gate (Point 78) where a guard stood on duty at all times for this purpose. The persons coming into or going out of the airfield must have walked from or to the Wonsan-Anbyon road two kilometers southwest of the airfield where they got off of or onto the Wonsan-si operated bus. (The regulation applied also to those on recreation at the recreation center, officers and their dependents). As for the rail trips into the base, they were made about twice a month with 3 to 4 freight cars sidelined and parked at a time. The supplies transported by rail included an unknown quantity of various types of aviation POL, equipment and weapons. Most of the quartermaster supplies came in through this rail transport. There was neither marine transport nor air liner service but fish were sometimes airlifted to be forwarded to the high-ranking officials.

50X1-HUM

13. Security:

Security missions all over the airfield were the responsibility of the Security Company under the 5th Base and the coast lines on the eastern and northern sides of the Kalma Peninsula were guarded by a designation-unknown infantry unit, whose soldiers could be recognized as not belonging to the Coast Guard Unit since they were in a uniform similar to that of infantry men. It is possible that the

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C-O-N-F-I-D-E-N-T-I-A-L

unit might be a part of the 45th Infantry Division under the direct control of the Ministry of National Defense which was stationed on the 46-meter hill (CU 697333) with fortified positions built there about 2 kilometers' south of the airfield. This possibility was derived from the coast guarding mission assigned to the Division (Further information on this Division will come later at the end of this paragraph). The sentry posts operated by the 5th Base were located at the front gate, the interception point and the rear gate. During the hours of darkness one mobile sentry was posted in each battalion area to safeguard the airplanes. The guards were armed with automatic rifles or cavalry carbines. Although no information is available on the coast guard system there was apparently no particular coast defense measures arranged specifically for the airfield only. Nor was there any thing like searchlight; for this purpose (The airfield had no fence around it). The following are the various duties related to the matter of security:

1) Officers of the Day for Garrison:

- a. The Commander of the Garrison Headquarters: The Commander of the 56th Regiment was appointed by the Air Force Commander to be the garrison commandant responsible for the joint defense of the Wonsan airfield with the 26th Regiment, the 36th AAA Regiment, the Divisional Repair Station, the 5th Base and other attached units such as a radar detection and searchlight illumination companies under his command.
- b. The Garrison Staff: Their commanding officer being the garrison commander the 56th Regiment's staff performed additional duty as the staff of the garrison headquarters.
- c. Officer of the Day for the Garrison: He was the officer of the day entrusted with the authority of the garrison commander and in his absence acted for him in performing the work relevant to the garrison duty from the garrison OD office located within the Building for Combined Use indicated at Point 37. In case of emergency the Division headquarters notified the OD (and the garrison staff department during work hours) of the situation to enable the garrison commander to order an emergency call. Until the garrison staff became prepared for operations the OD was to take the place of the garrison commander. For successful execution of his mission such as this the garrison commander was required to keep under his control and supervision all the officers of the day of the units stationed in the area of the airfield with the information always on hand of their strength and security performance. The OD was further responsible for the night-time security and approved entrance of visitors into the area. Furnished by the 26th and 56th Regiments by turns on alternate days the officer of the day was an emergency pilot in the rank of lieutenant or senior lieutenant (mainly a staff officer).

- 2) Officer of the Day in Each Unit: He acted for the unit commander after the daily work hours under the control of the garrison commander mentioned above.

- 67 -

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

(As for an emergency sortie of the alert planes of the day the officer of the day for operations posted in the Take-Off Line Command Post signaled their take-off by firing his signal rifle according to the directive from the Division Command Post).

3) Leave Out and Procedures Required for Passage through the Front Gate:

- a. The Leave Out: When allowed leave to go out the soldiers were required to carry the leave out certificates issued in the name of the unit commander concerned on the leave out certificate forms supplied by the Security Affairs Department of the First Corps stationed in Wonsan-si. Only on Sundays those soldiers under special circumstances requiring them to go out were authorized to leave their barracks within the limit of 2 to 3 percent of the total strength and it was therefore not hardly possible for soldiers to have leave during their service. In principle, officers (living in barracks as well as in the official residences) were neither to be required to carry the leave out certificates nor to be interfered with in their going out after the daily work hours. [redacted] however, the matter was brought under control on the pretext of completing combat preparedness and their going out was possible only after the regimental commander's oral permission was obtained (The official residences were located within the boundary of the ~~base~~). Under whatever circumstances they might be they were strictly forbidden to wear civvies. 50X1-HUM
- b. The Procedures Required for Passage through the Front Gate: For passage through the front gate the soldiers were required to show their leave out certificates issued by the regimental commander concerned, and officers, their dependents and laborers their passage certificates issued in the name of the garrison commander which they had to always carry with them. The visitors were stopped at the front gate regardless of their rank or social standing and were authorized to pass only after the guard reported the matter to the garrison staff department by telephone and obtained the necessary permission.

- 4) The 45th Infantry Division under the Direct Control of the Ministry of National Defense: With its headquarters located at Anbyon the Division had a part of its strength stationed in the area of the 46-meter hill south of the Wonsan Airfield. All over the area of the 34-meter hill (CU 702328) and the 46-meter hill (CU 698333) the unit was constructing fortifications [redacted] consisting of underground combat concrete trenches with many loopholes exposed towards the East Sea, charged with the mission of defending the east coast line leading to the Anbyon plain. Installed within these "beehive-like" underground combat trenches were an unknown number of 75mm caliber ground guns. 50X1-HUM

14. Weather Conditions: Stated below are only the special phenomena that prevail in the area, compared with the general weather conditions throughout North Korea:

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

- 1) Sea-fog: For about 15 days sometime in May and June when the weather is in transition from spring to summer the sea-fog frequently set in in about 15 minutes always drifting from the East Sea to lie over all the Wonsan area so thick that an object beyond two meters ahead might not be visible. In case of a sudden transition from clear to foggy weather all the planes were forced to discontinue their flight and immediately return to the base.
- 2) Gale (or Strong Wind): With the airfield looking out on the East Sea the strong wind always prevails in the area throughout the year, and flight training continued even in this high wind. Because of this high wind those outside pilots visiting the Wonsan airfield for the first time must land with greater precautions while those who had been trained at the Wonsan airfield found it easy to land at other air bases. However windy it was except in the case of typhoons and similar strong winds the flying program was never affected and when an intensely strong wind blow the planes (MIG-15 BIS and MIG-17) must maintain a 15 degree angle of inclination at the time of landing (which is the maximum possible angle of inclination for airplanes when they were brought to the ground).
- 3) Rain and Snowfall: Due to the atmospheric conditions caused by the high land in the area of Yangdok there was a large rainfall in summer and a comparatively larger snowfall in winter **than in the western coast area.** 50X1-HUM
[] there was snowfall of one meter at a time. In some cases it continued snowing for a week for snow removal all personnel in the airfield including the regimental commanders were mobilized to clear away the snow with brooms and snow-shovels. At the time of the rainy season in summer they had a considerably heavy rainfall as is the case with other areas along the east coast. Owing to the excellent drainage system constructed in the days of the Japanese Occupation, however, the airfield area had never been inundated with water. There was a meteorological observatory under the control of the 5th Base which could provide weather forecasts of about 70 percent accuracy in the effort to prevent possible flying accidents.

15. Miscellaneous Information:

50X1-HUM

1) Unit Movement Plan:

- a. Rumor about the 26th Regiment's Movement to the Toksan Airfield: Rumor had it for some time that the 26th Regiment would move to the Toksan airfield. Although the talk quieted down [] it had been a well known one [] What motivated this movement plan and whether the talk was based on any truth were unknown.
- b. Rumor about the 26th Regiment's Movement to the Sondok Airfield: Since the both the 26th and 56th Regiments placed their primary emphasis upon the day-time flight training there were inevitably some difficulties generated in their training program. There was a report []

C-O-N-F-I-D-E-N-T-I-A-L

that in order to solve the situation the 26th Regiment would be relocated at the Sondok Airfield where the 58th Regiment whose primary efforts in training were for the night-time flying was stationed. Subsequently, it was reported that the plan was suspended for some unknown reason.

- 2) Medical Care for Patients: Diagnosis for the pilots was made only by the chief medical officer (in the rank of Major) of each regiment whose medical certificates were the requirements for sick pilots to be evacuated to the Central AF Hospital in P'yongyang. On the day preceding the flight training day the chief medical officer stayed together with the pilots in barracks in order to observe the physical condition of individual pilot and see that they had ample sleep. Before the training started on the flight training day he examined each pilot's pulse and inquired of each one about how he felt. If there was a man who felt even slightly out of fix he would be ordered to stay out of the training. Other patients, officers and men, were taken care of by the Base Hospital which turned over to the 13th NKPA Hospital (under the direct control of the Ministry of National Defense) (located at Yangdok) those cases that required more delicate care than that the Base Hospital could provide. The 13th Hospital was the only hospital which had been granted the authority for deciding whether those evacuated patients should be discharged from service depending on the relative seriousness of their diseases. For transportation of emergency cases the Base Hospital had an ambulance [redacted] which was kept parked in front of the hospital. 50X1-HUM
- 3) Motion Pictures, Theatrical Performances and Recreation Facilities: The Base Theater indicated at Point 49 showed motion pictures once a week, most of which were war films or counterespionage pictures produced by North Korea, Communist China and the Soviet Union. As for the theatrical plays they went in a group to the general theaters in Wonsan-si about once a year. Most of the theatrical performances they were allowed to see were those which dealt with the revolutionary movement staged in the days of the Japanese rule over Korea and were intended to aim at political propaganda. It was quite a long time since the officers and men had had a chance to see those films and plays of emotional theme which North Korean authorities ruled out as destructive objects of art belonging to the bygone days of decadence. The officers and men therefore could not help feeling always bound by extreme realities. For recreation purposes each unit had on hand various sporting goods for football, basketball, volleyball, ping pong, etc. and conducted physical exercise whenever possible. Exercises included heavy gymnastics. 50X1-HUM [redacted] all officers were coerced to buy musical instruments such as violins and guitars which cost each officer some 40 won (which was deducted from his pay) under a plausible excuse for raising national standards of culture on the basis of the directives of the North Korean authorities. Under the situation every officer had at least one instrument. This measure was thoroughly applied particularly to those in the service and what it was covertly intended to do was to banish

C-O-N-F-I-D-E-N-T-I-A-L

C-O-N-F-I-D-E-N-T-I-A-L

worldly and dangerous thoughts from their minds by having them practice playing the musical instruments during the very rare but occasional leisure hours. They were sometimes tested in the performance so that they should not neglect the musical recreation.

- 4) The Action to be Taken in Case of Emergency (on the ground): Whenever an emergency call was declared all pilots were to assemble around the airplanes regardless of the category of emergency and then take action in conformity with the battalion commander's instructions. The basic operational policy in such cases was to take to the air first of all and be prepared for aerial battle.

a. Type of Emergency Training:

- (1) Emergency Fire Drill (which was only nominal and there was no substantial training conducted).
- (2) Emergency Anti-Atomic Training About Once A Week: All the airplanes available took off and the remaining ground forces took shelter in the underground trenches indicated at Point 64-1, each toting an emergency knapsack* and an infantry rifle. A Master Sergeant took care of the ammunition for the rifles. No dependents had every participated in this training. The provisions and ammo were moved separately by each unit in accordance with its established unit movement plan and special equipment also was relocated for safety during the training.

*The Emergency Knapsack contained 2 suits of underwear, 2 pairs of socks, 6 candles, all toilet items, some pencils and paper (only for officers), 2 sheets of foot wrappers, reserve cloth longer than one meter (to be used when wounded), 2 handkerchiefs, at least 5 packages of cigarettes, a match, some needles and thread, etc.

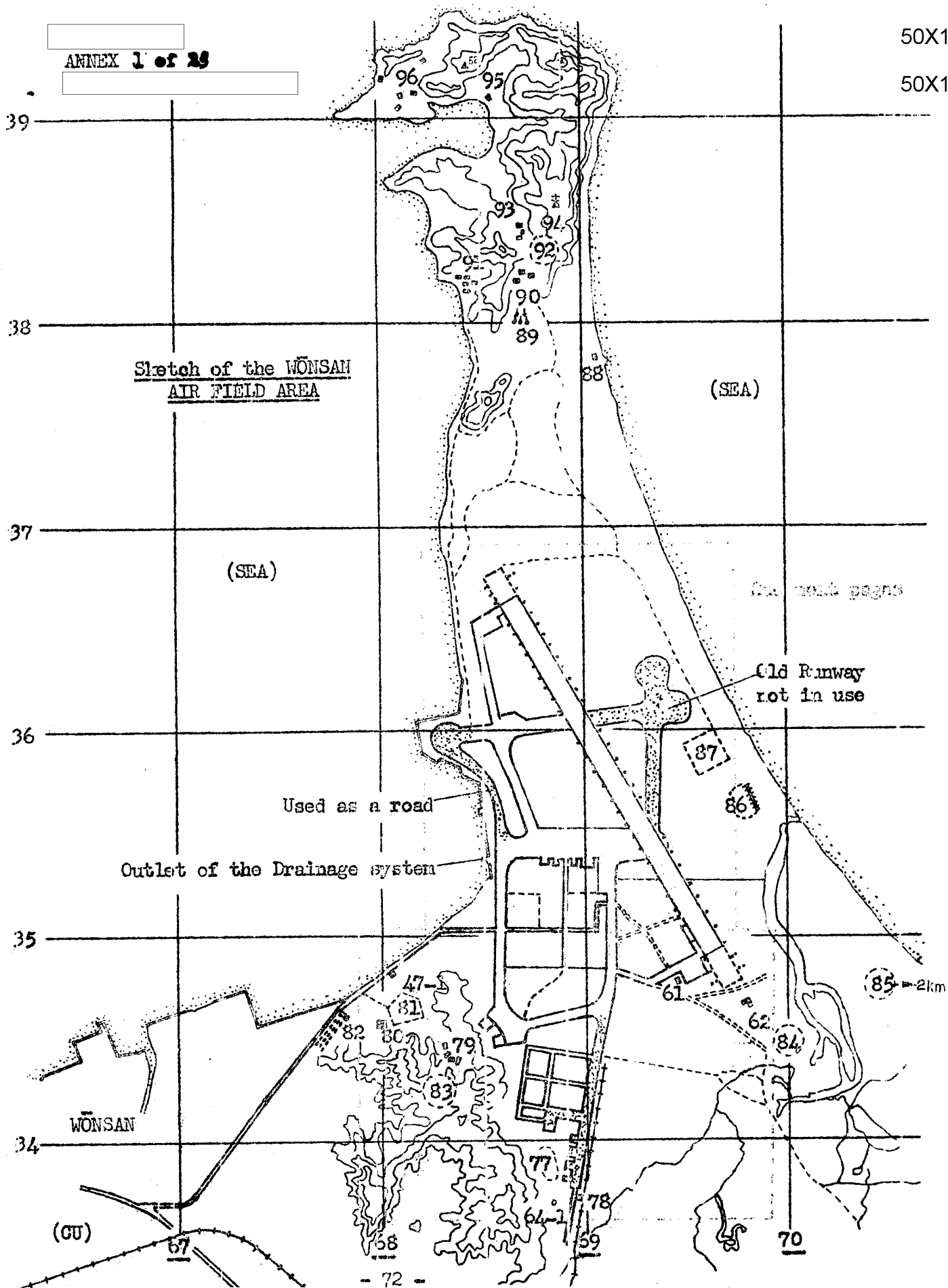
- (3) Emergency Battle Training Once A Week (simulating an outbreak of war): The primary purpose of the training was to effect quick mobilization for air battle. Depending on the operations plan some planes took off and the remaining force performed their assigned operational mission at their posts.

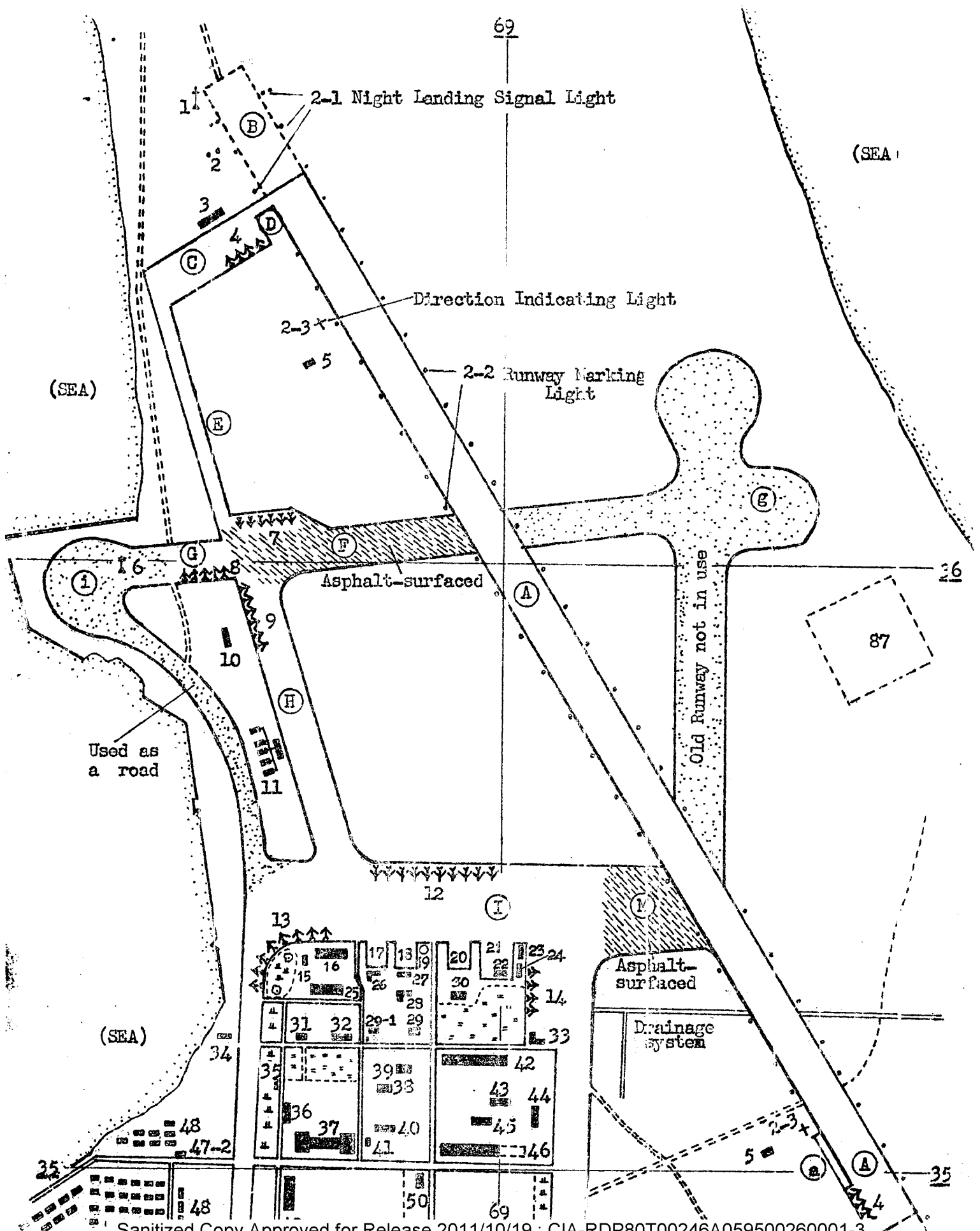
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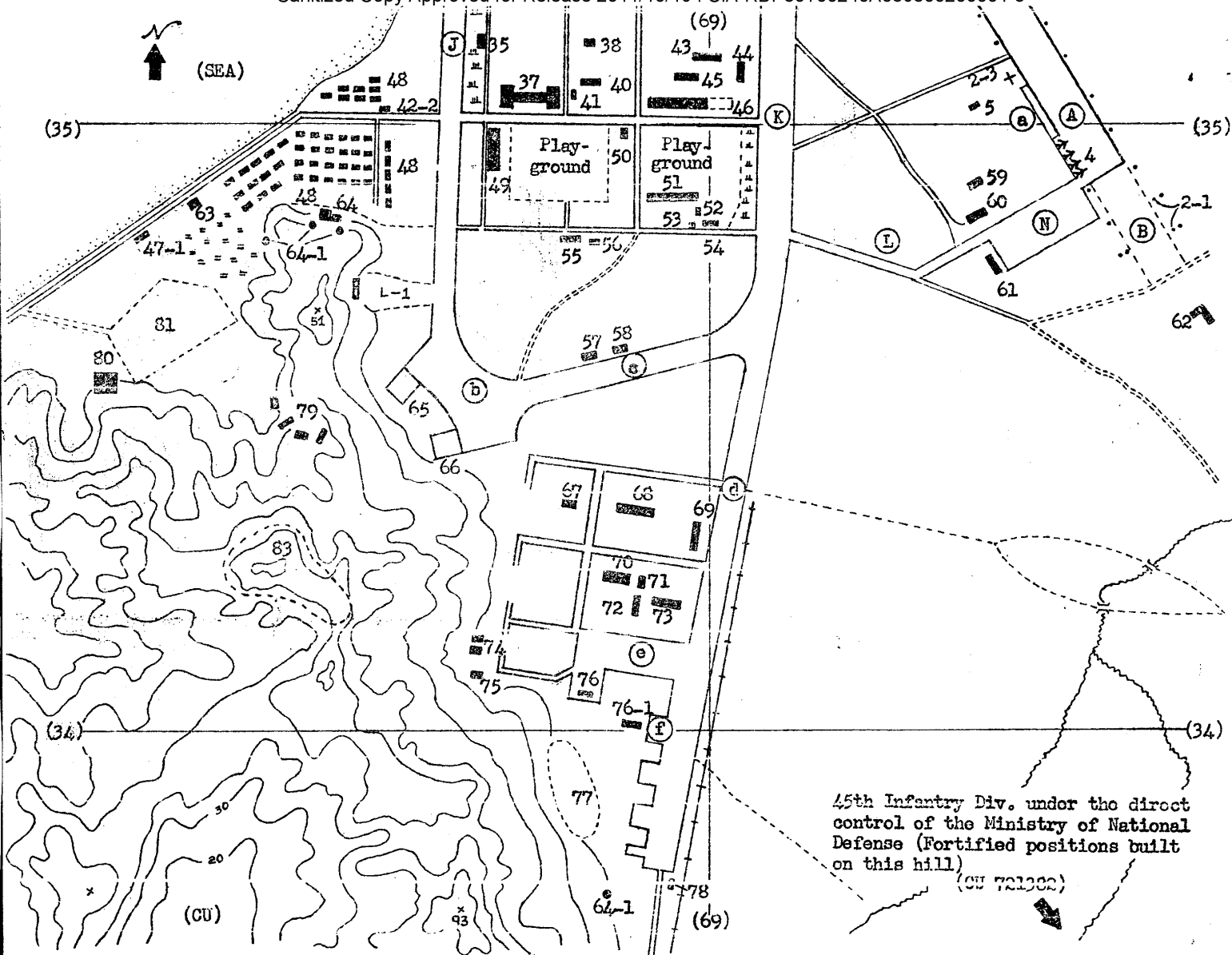
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ANNEX 1 of 28





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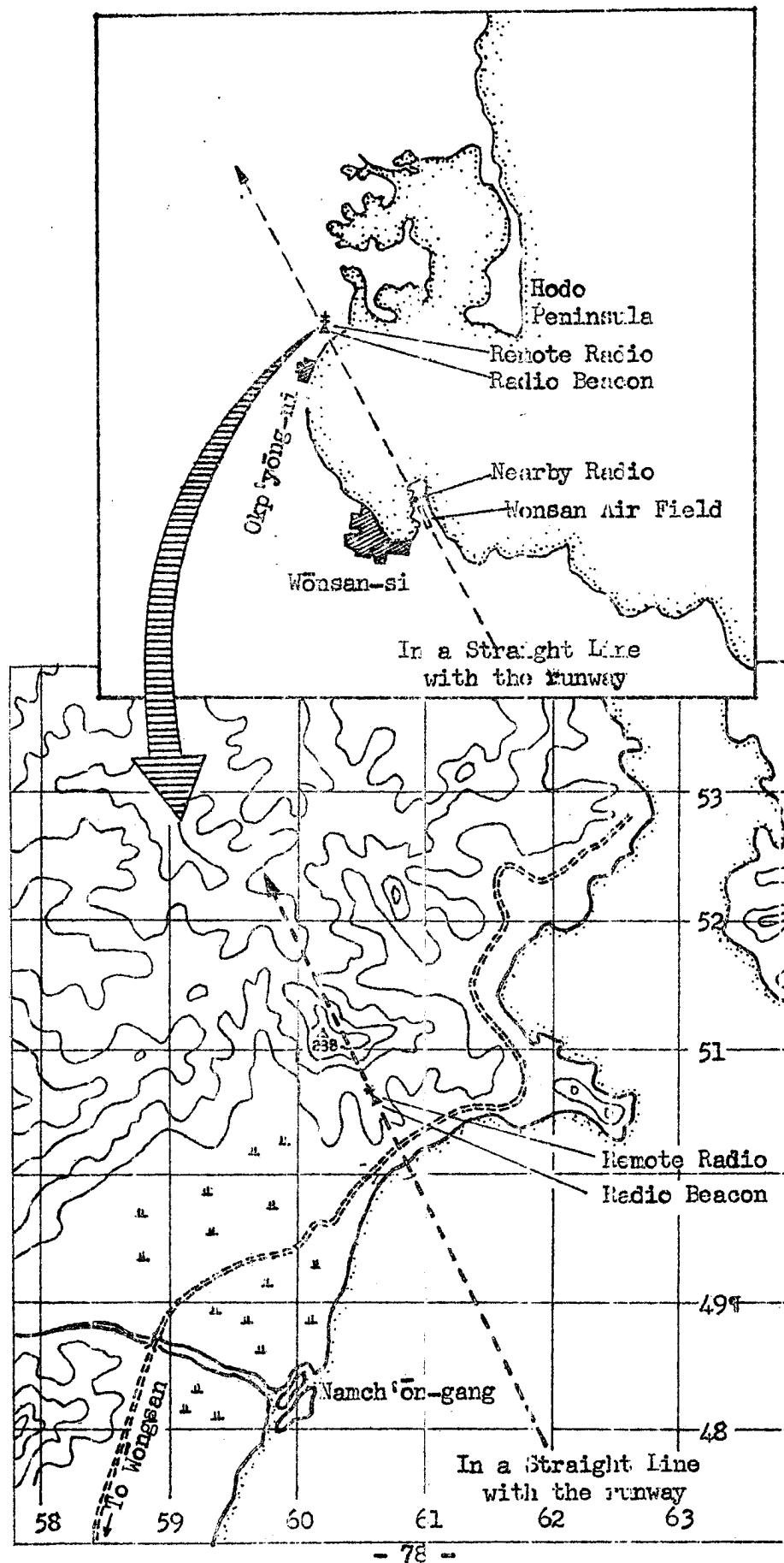
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Explanations to Sketch of Wengon Air Field Area

- A. Runway
- B. Reserved Runway
 - a. Aircraft Parking Lot made of P.S.P.
 - b. Taxi Strip
 - c. Taxi Strip
 - d. Taxi Strip
 - e. Taxi Strip (marked with bombed traces)
 - f. Taxi Strip
 - g. Taxi Strip (asphalt-surfaced)
 - h. Taxi Strip
 - i. Taxi Strip
- C. Aircraft Parking Lot (Parking Lot)
- D. Parking Lot
- E. Taxi Strip
- F. Taxi Strip
- G. Taxi Strip
- H. Taxi Strip
- I. Taxi Strip
- J. Taxi Strip
- K. Taxi Strip
- L. Taxi Strip
- M. Taxi Strip
- N. Taxi Strip
- 1. Nearby Radio Set
- 2. Searchlight
- 3. Searchlight Company and Pilots' Waiting Room
- 4. Parking Lot for Alert Planes of the Day (No. 1 & 2)
- 5. Command Tower
- 6. P-8 Radar
- 7. Parking Lot for ? Bn, 56th Regt.
- 8. Parking Lot for ? Bn, 56th Regt.
- 9. Parking Lot for ? Bn, 56th Regt.
- 10. Auxiliary POL Tank Storage Area for 56th Regt.
- 11. Aircraft Refueling Area
- 12. Parking Lot for 2nd Bn, 26th Regt.
- 13. Parking Lot for 3rd Bn, 26th Regt.
- 14. Parking Lot for 1st Bn, 26th Regt.
- 15. Rest Room for the Maintenance Crew of 3rd Bn, 26th Regt.
- 16. Destroyed Hangar
- 17. Former Aircraft Repair service Area
- 18. Former Aircraft Repair Service Area
- 19. Command Post
- 20. Aircraft Repair Area of the Divisional Repair Station
- 21. Divisional Repair Station
- 22. Building of unknown use
- 23. Charging Station of the 5th Base
- 24. Garage of the Starter Trucks for aircraft
- 25. Bean Cud Factory of the 5th Base
- 26. Rest Room for the Maintenance Crew of 2nd Bn, 26th Regt
- 27. Equipment Parts Storehouse of 2nd Bn, 26th Regiment
- 28. Mess Hall for Technical Service Personnel.

29. Boiler House for steam heaters in various buildings
- 29-1. Garage for Radio Vehicles
30. Workshop (for aircraft) of the Division Repair Station
31. Designation-unknown Workshop of the Division Repair Station
32. Equipment Parts Storehouse of the 5th Base
33. Waiting Room for the Maintenance Crew of 1st Bn, 26th Regt.
34. Casting Workshop of the Division Repair Station
35. Latrine of 26th Regt.
36. (Face) Wash House
37. Building for Combined Use
38. Latrine of 56th Regt.
39. Laundry House, Barbershop and Bathhouse
40. 36th AAA Regt's Clubhouse
41. Office of Officer of the Day of 36th AAA Regt.
42. Parachute Workshop
43. Latrine of the 5th Base
44. Oxygen-cylinder Storehouse
45. (Face) Wash House of the 5th Base
46. The 5th Base Building
- 47-1. Vehicle Checkpoint
- 47-2. Front Gate of the Air Field
48. Residences of the Air Force Officers and the AAA Regt Officers
49. 56th Regt's Clubhouse (Base Theater)
50. Meteorological Observatory
51. Base Hospital and General Mess Hall for Officers and Men
52. Mess Hall for Patients
53. (Face) Wash House for Patients
54. Sleeping Quarters for Laborers
55. Mess Hall for Pilots
56. Bakery (baking bread for pilots' snack)
57. Building of unknown use
58. Building of unknown use
59. Rest Room for the Under-training Pilots of 26th Regt.
60. Quarters for the EM working in the Air-Compressing Station
61. Air-Compressing Station
62. Building owned by the AAA Regiment with its use unknown
63. Soldiers' Store
64. The AAA Regt's Hospital and Patients' Mess Hall
- 64-1. Anti-Atomic Underground Combat Trench
65. Building owned by the 5th Base, with its use unknown
66. Aircraft Equipment Warehouse of the 5th Base
67. Building belonging to the AAA Regt.
68. Livestock Breeding Pen
69. Building belonging to the AAA Regt (Warehouse type)
70. Rear Service Warehouse of the 5th Base
71. Building left unused
72. Automobile Repair Station
73. Automobile Parking Place
74. Aviation Ammunition Storehouse
75. Ordnance Stores (Infantry Rifles and Pistols)
76. Building of unknown use
- 76-1. Office of the Security Co under the 5th Base

77. Aviation Fuel Oil Storage Area
78. Rear Gate Sentry Box
79. Some barracks of the AAA Regt under the direct control of 1st Inf Army Corps
80. Building used by an unknown infantry unit
81. Vehicle Parking Lot of the 1st Infantry Corps
82. Composite (Air Force and Infantry) Officers' Quarters
83. AAA Position (under the 1st Corps)
84. AAA Position of 96th AAA Regt.
85. Bomb-Dropping Training Area
86. Rifle and Pistol Range
87. Machine-Gunning Training Area
88. Coast Guard Observation Post
89. 100mm Automatic AAA Guns exposed on the ground
90. Barracks of an unknown Infantry Unit
91. Officers' Residences
92. AAA Position
93. EM's Mess Hall and Sleeping Quarters of an AAA Company
94. P - 20 Radar
95. Sentry Post at the entrance to the Recreation Center
96. Recreation Center for general Air Force Officers



C-O-N-F-I-D-E-N-T-I-A-L

ANNEX 2 of 25

50X1-HUM

STRENGTH OF THE WONSAN AIR FIELD

50X1-HUM

	<u>Officer</u>			<u>EM</u>			<u>Laborer</u>
	<u>Pilot</u>	<u>Mainte- nance Man</u>	<u>Other</u>	<u>Mainte- nance Man</u>	<u>Other</u>		
26th Regiment	41	30	20	100	10		
56th Regiment	35	35	25	100	40		
5th Base			30		470	30	
Radar Detection Company			5		60		
Aircraft Repair Station		15	5	180			
Auxiliary Command Post			1		4		
Searchlight Illumination Co.			5		50		
Officers' Recreation Center			3			15	
<u>All Regiment</u>			<u>40</u>		<u>450</u>		
<u>Total</u>	<u>76</u>	<u>70</u>	<u>134</u>	<u>380</u>	<u>1,084</u>	<u>45</u>	
<u>Grand Total</u>		<u>290</u>			<u>1,464</u>	<u>45</u>	

1. Except the strength of pilots the figures above represent only estimated number.
2. The above table did not include the strength of the infantry units stationed in the vicinity of the air field.
3. The number of laborers employed by the AAA Regiment is unknown.

50X1-HUM

5. The "other" indicated above in both "officer" and "EM" columns includes all personnel except the pilots and the maintenance men and does not contain aircrew.
6. Every pilot was assigned with a fixed number which should be used in mutual communication during flight. The number designated by the order of the Division commander used to be changed several times every year and each pilot was required to memorize all his fellow pilots' designated number.

- 79 -

C-O-N-F-I-D-E-N-T-I-A-L

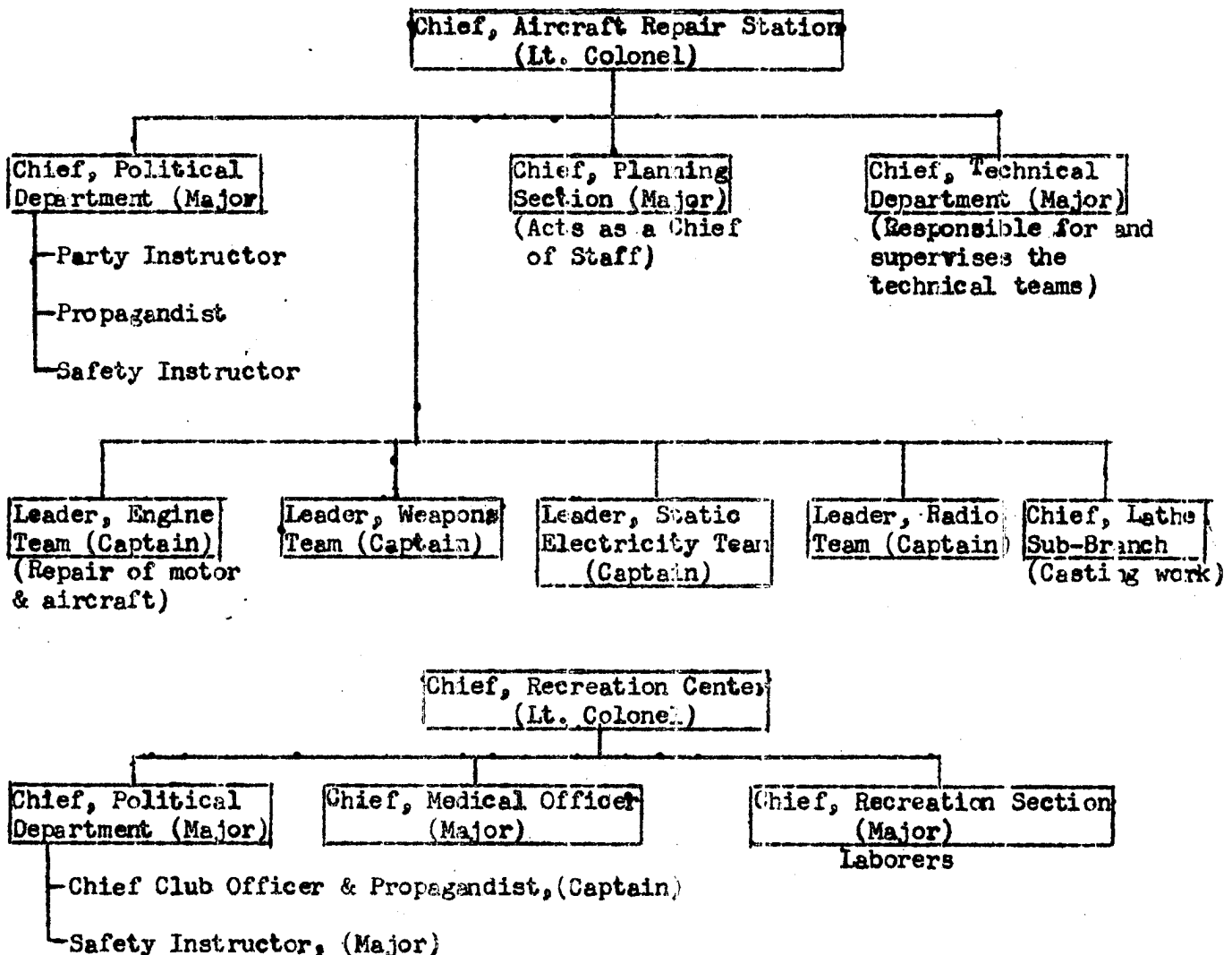
C-O-N-F-I-D-E-N-T-I-A-L

ANNEX 3 of 25

50X1-HUM

ORGANIZATIONAL STRUCTURE
of
THE AIRCRAFT REPAIR STATION & THE RECREATION CENTER

50X1-HUM



1. The rank indicated above is that authorized by the Table of Organization.
2. The Recreation Center had about 15 enlisted men who had been furnished from the Base for perimeter security and other miscellaneous jobs.
3. Chief of the Recreation Section was responsible to Chief of the Center for overall management of the Center.

- 8C -

C-O-N-F-I-D-E-N-T-I-A-L

ANNEX 25

50X1-HUM



C-C-N-F-I-D-E-N-P-I-A-L

ANNEX 5 of 25

50X1-HUM

TABLE OF EACH AIRPLANE

50X1-HUM

MIG-15 BIS

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

"

UMIG-15

"

"

MIG-17

Belong toRemarks

1st Bn, 26th Regt

" "

Underwent large-scale repairs

2nd Bn, 26th Regt

" "

Underwent large-scale repairs .

1st Bn, 26th Regt

" "

Under large-scale repairs

Underwent large-scale repairs

3rd Bn, 26th Regt

2nd Bn, 26th Regt

3rd Bn, 26th Regt

1st Bn, 26th Regt

" "

" "

3rd Bn, 26th Regt

1st Bn, 26th Regt

3rd Bn, 26th Regt

2nd Bn, 26th Regt

Underwent large-scale repairs

3rd Bn, 26th Regt

1st Bn, 26th Regt

? Bn, 56th Regt

Newly imported from USSR in
July 1959

1st Bn, 26th Regt

2nd Bn, 26th Regt

56th Regiment

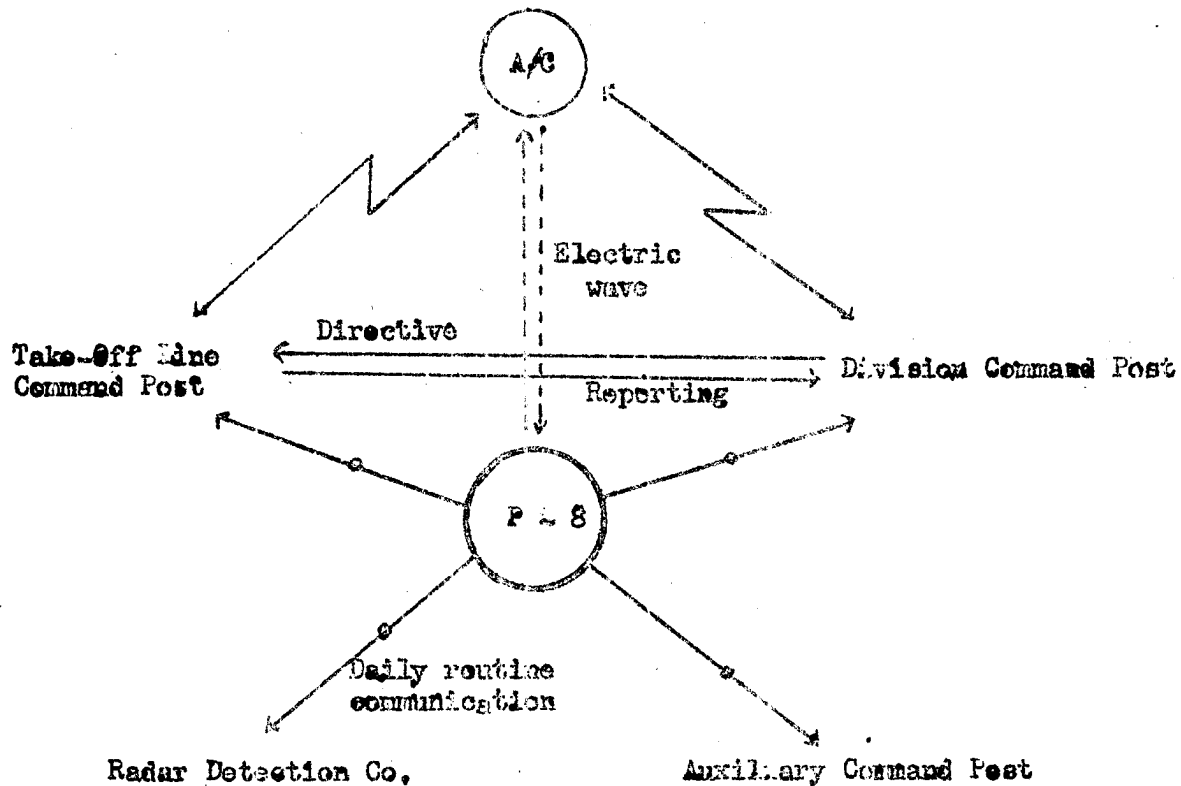
C-C-N-F-I-D-E-N-T-I-A-L

Annex 6 of 25

COMMUNICATIONS NET OF P-8 (RADAR)

50X1-HUM

50X1-HUM



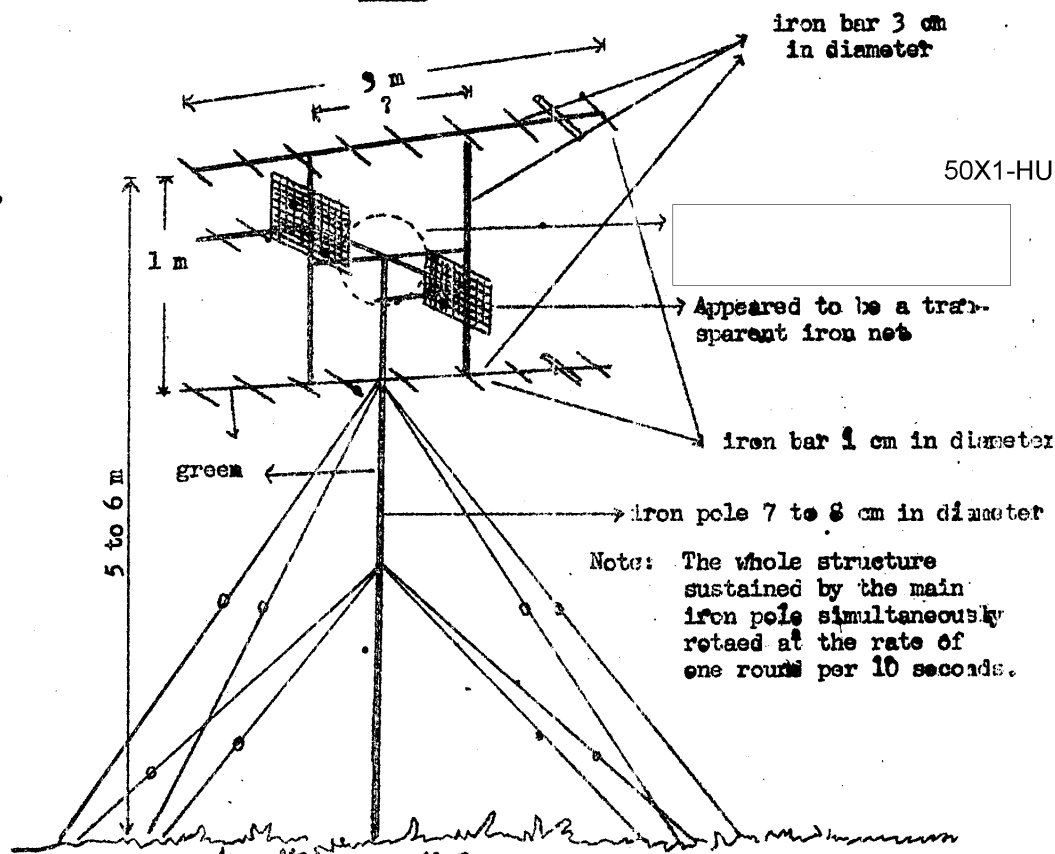
- Wire communication through the line directly connected (concerning the flying situation only)
- Electric Waves
- ⚡ Radiotelephone Communications

Annex 7 of 25

50X1-HUM

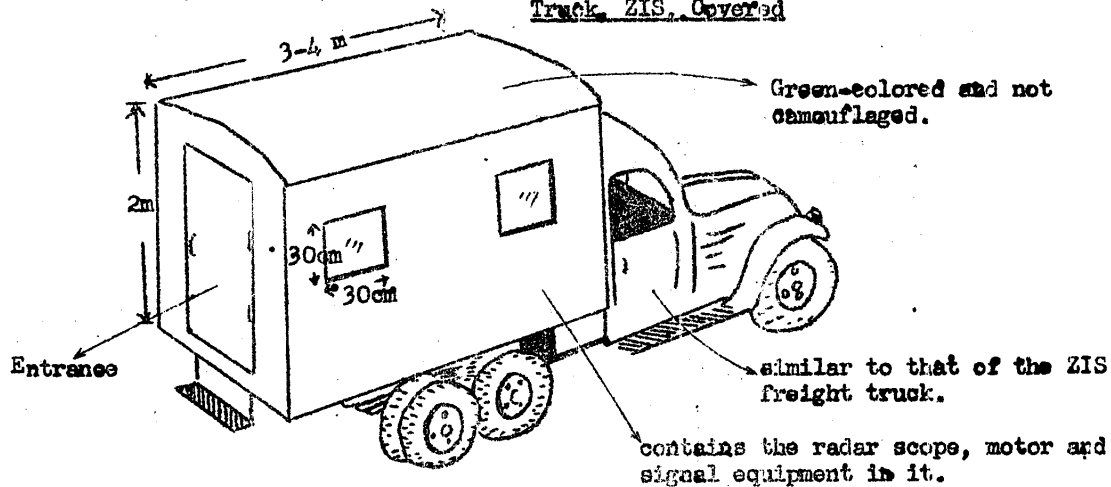
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P-8

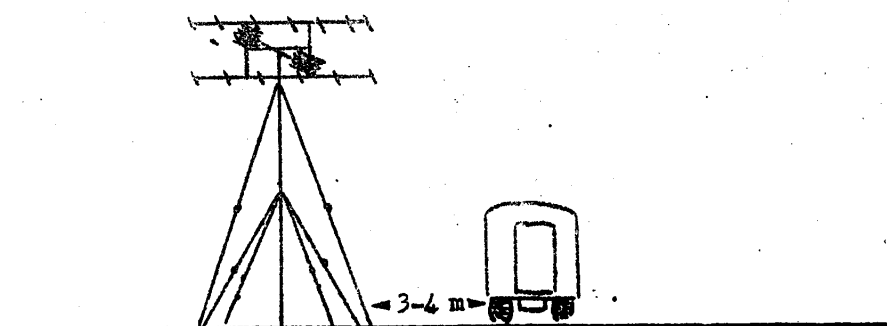


50X1-HUM

Truck, ZIS, Covered



Correlated Location of the ZIS Truck with the P-8

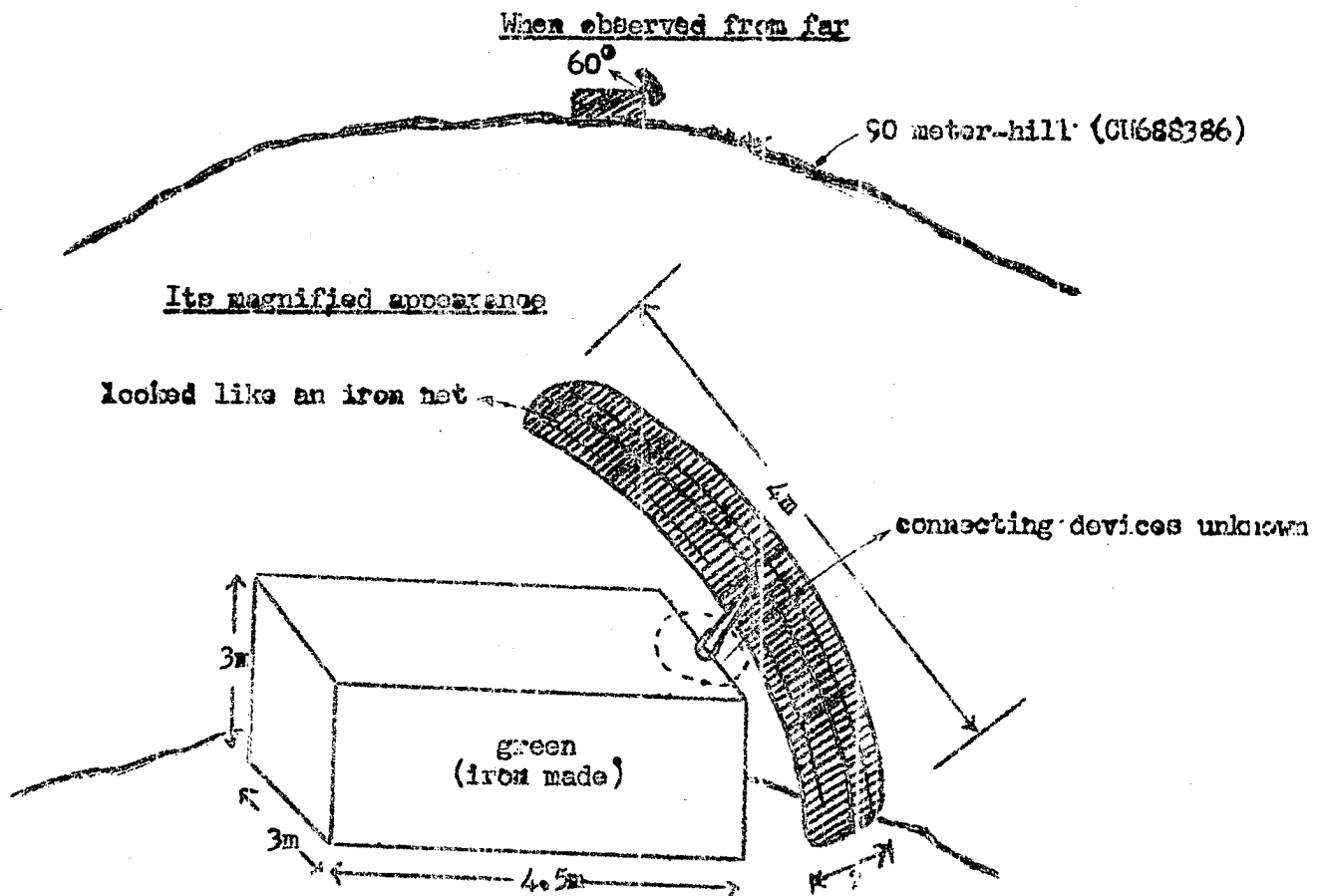


Annex 8 of 25

THE SKETCH OF P-20

50X1-HUM

50X1-HUM

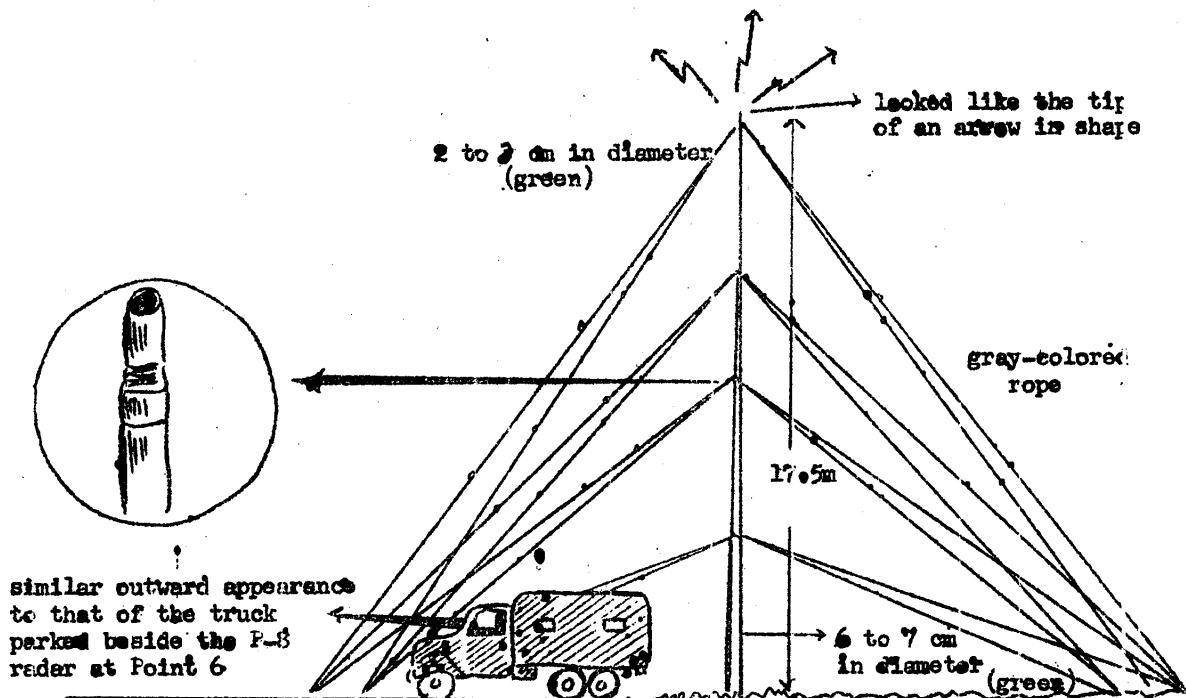
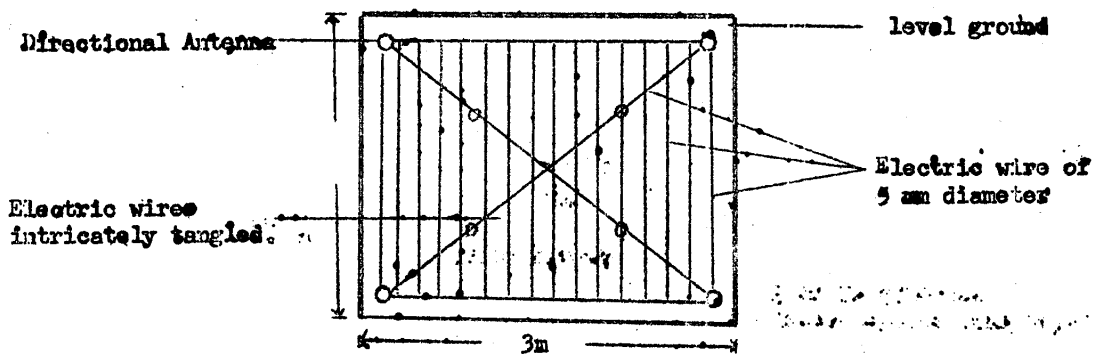
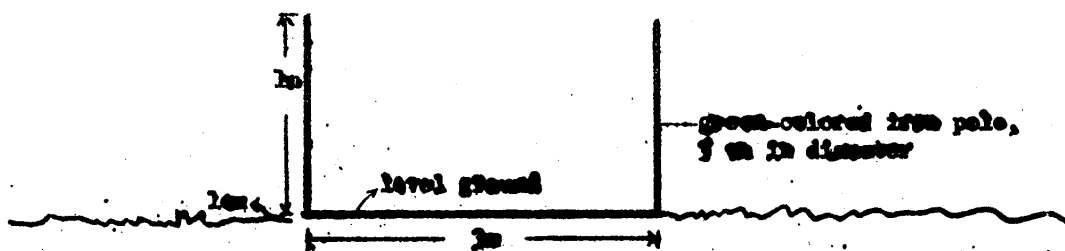


Annex 9 of 25

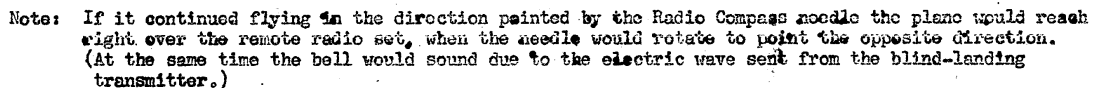
PAC-YKB ANTENNA AND BLIND-LANDING TRANSMITTER

50X1-HUM

50X1-HUM

Transmitting Device for Blind Landing (installed in the Hanam Airfield in Manchuria)Its place figureIts side view

The Relation between Airplanes and Nearby & Remote Radio Sets



When an airplane (see the plane (A) in the illustration hereon) came within the wave field of the Radio Beacon the MFN-45N of the plane (whatever type it may be) would sound just like a bell so that the pilot could know he reached right over the remote radio set.

ion hereen) came within the wave field
er type it may be) would sound
ched right over the remote

s is

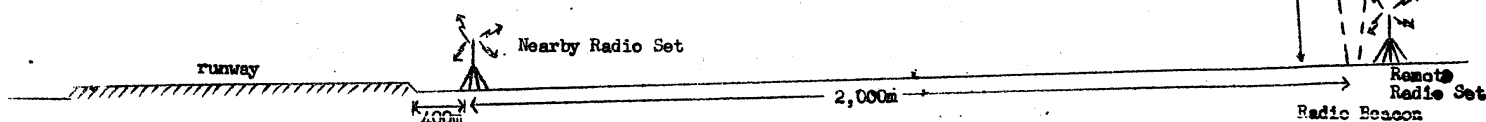
take a beeline between the remote and nearby radio sets

3,000m

2,000m

Remote Radio Set

Radio Beacon



Annex 11 of 25

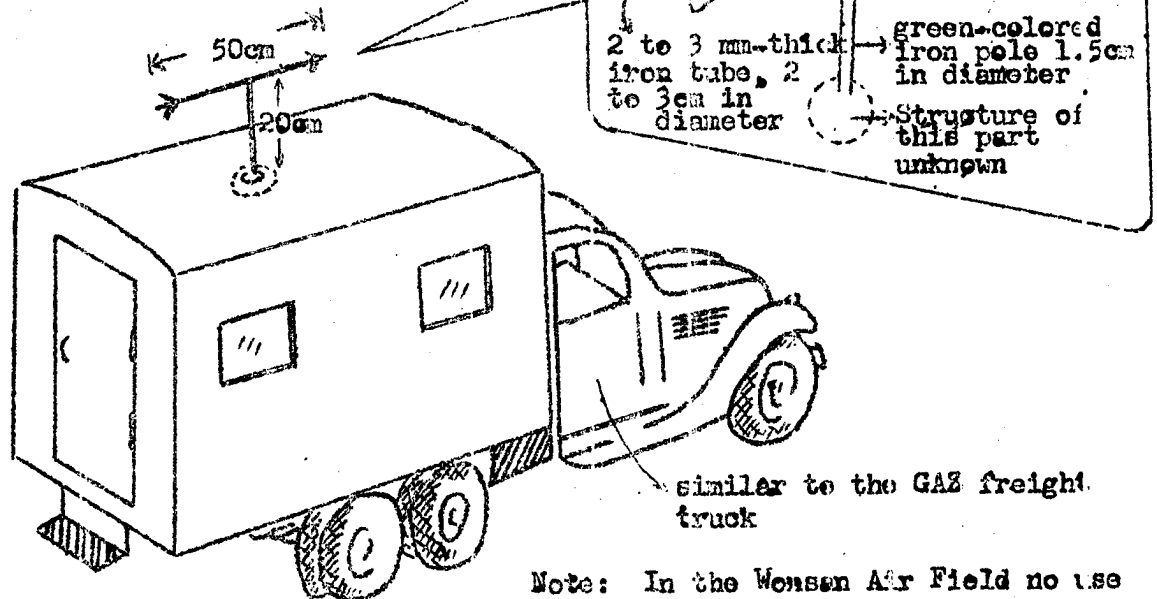
50X1-HUM

50X1-HUM

Medium and Short Wave Radio Car and the Plane Figure of Homer

Outward Appearance of the Radio Car

Structure of this joint is unknown.
(Except at the time of operation it was usually taken off.)

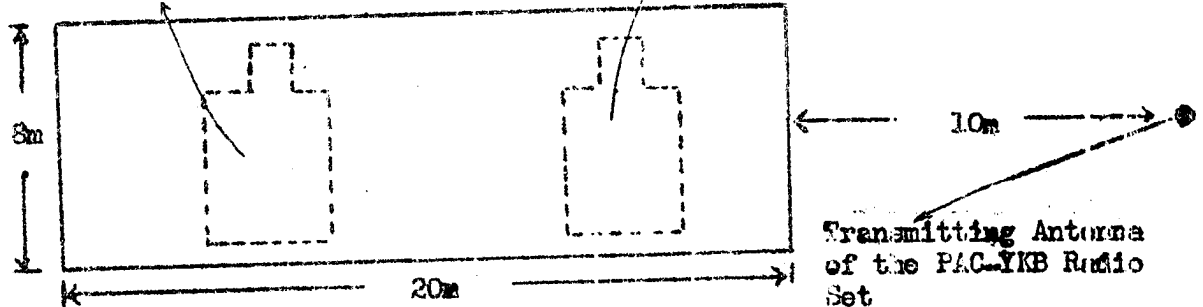


Note: In the Wonsan Air Field no use had ever been made of the vehicle-mounted medium & short wave radio set.

Plane Figure of the Homer (Building)

Medium and Short Wave Radio Car (GAZ Truck)

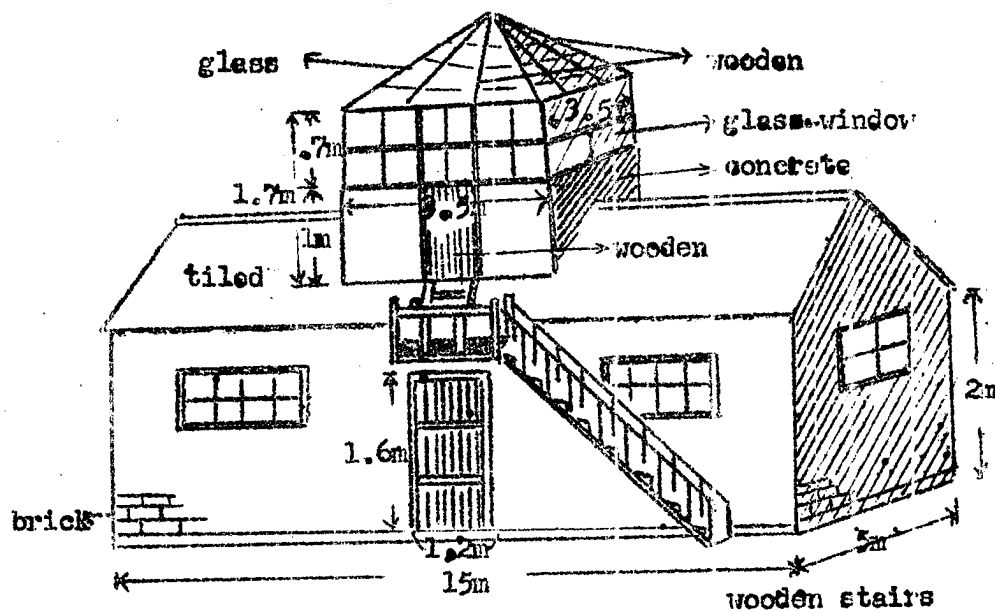
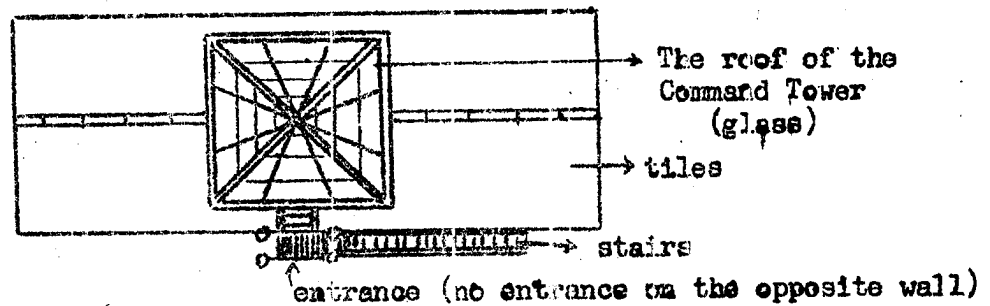
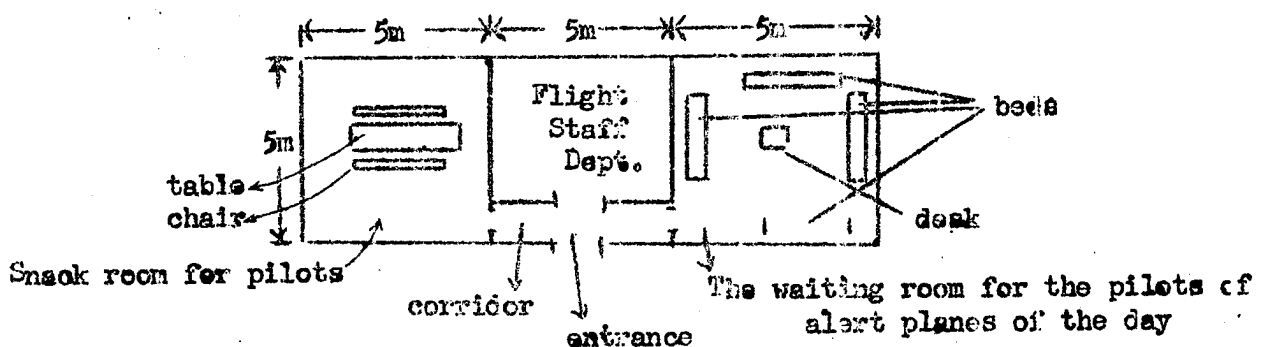
PAC-YKB Radio Car (ZIS Truck)



50X1-HUM

50X1-HUM

Annex 12 of 23

THE TAKE-OFF LINE COM AND POST (POINT 5)Its Plane Figure (its outward appearance from above)Its Ground Plan

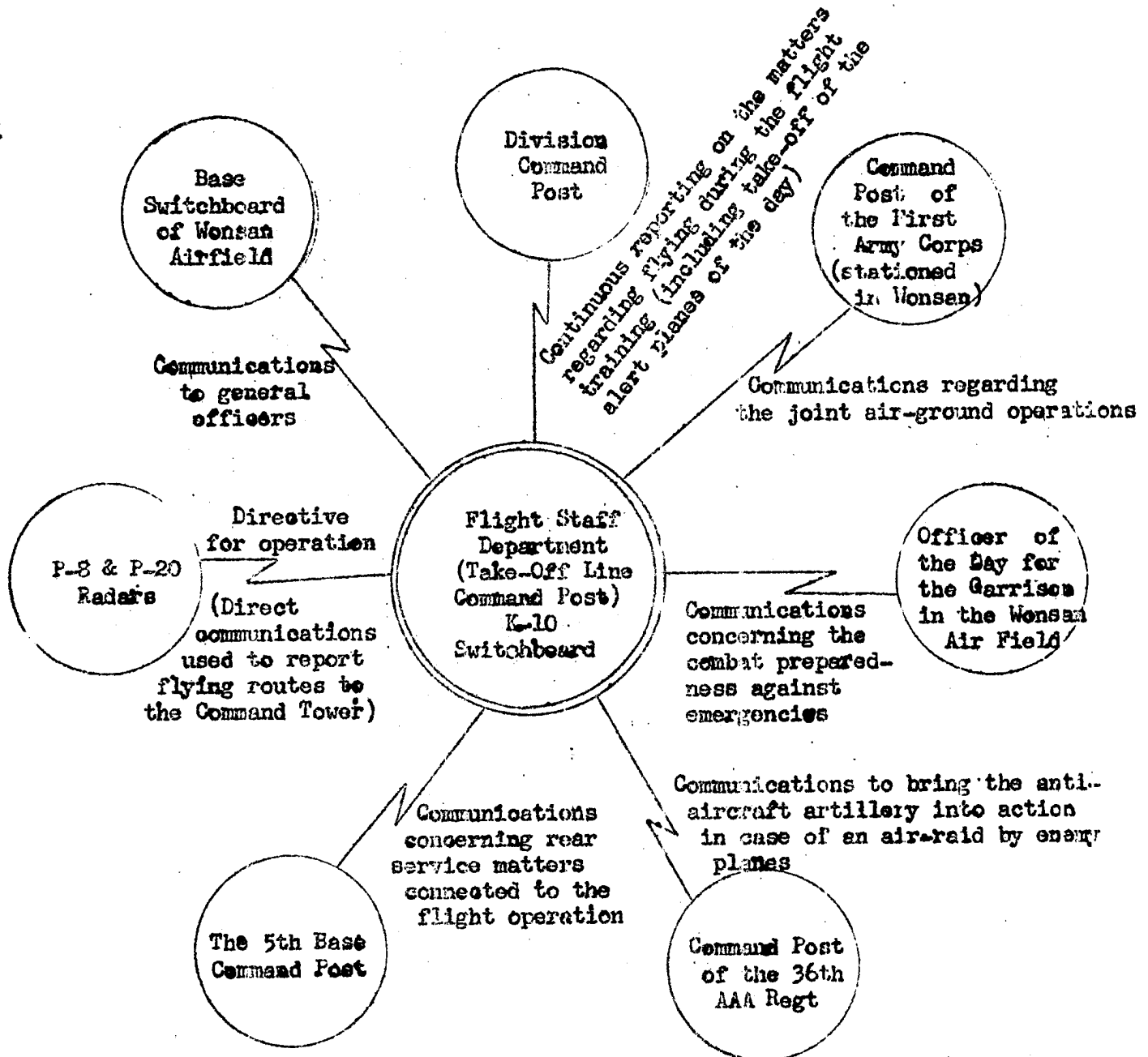
CONFIDENTIAL

50X1-HUM

50X1-HUM

Annex 13 of 25

COMMUNICATIONS NETWORK FOR OPERATIONS



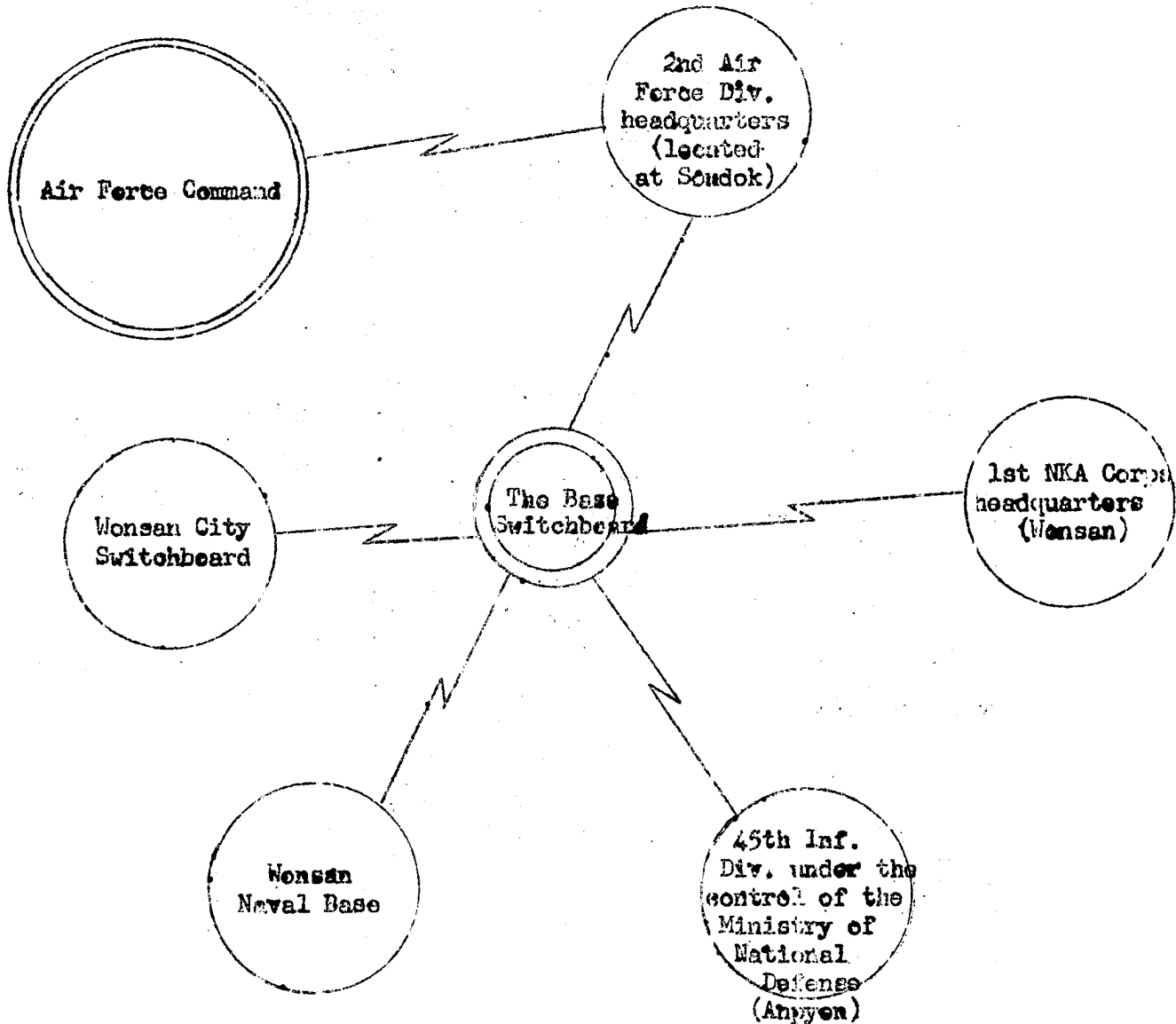
Note: As for the K-10 switchboard installed in the Take-Off Line Command Post the Operations Officer of the Day is responsible for its operation and additionally for taking care of the telephone communications of operational matters.

Annex 14 of 25

50X1-HUM

50X1-HUM

LIAISON NETWORK THROUGH THE BASE SWITCHBOARD

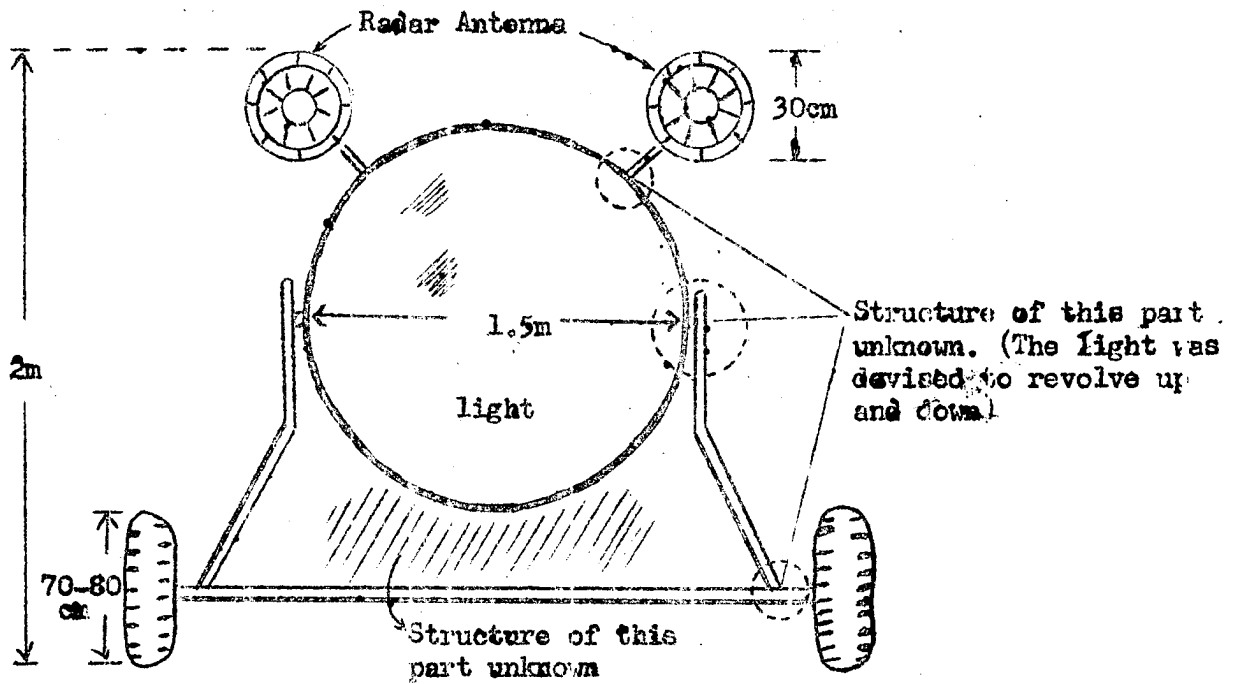


Annex 15 of 25

50X1-HUM

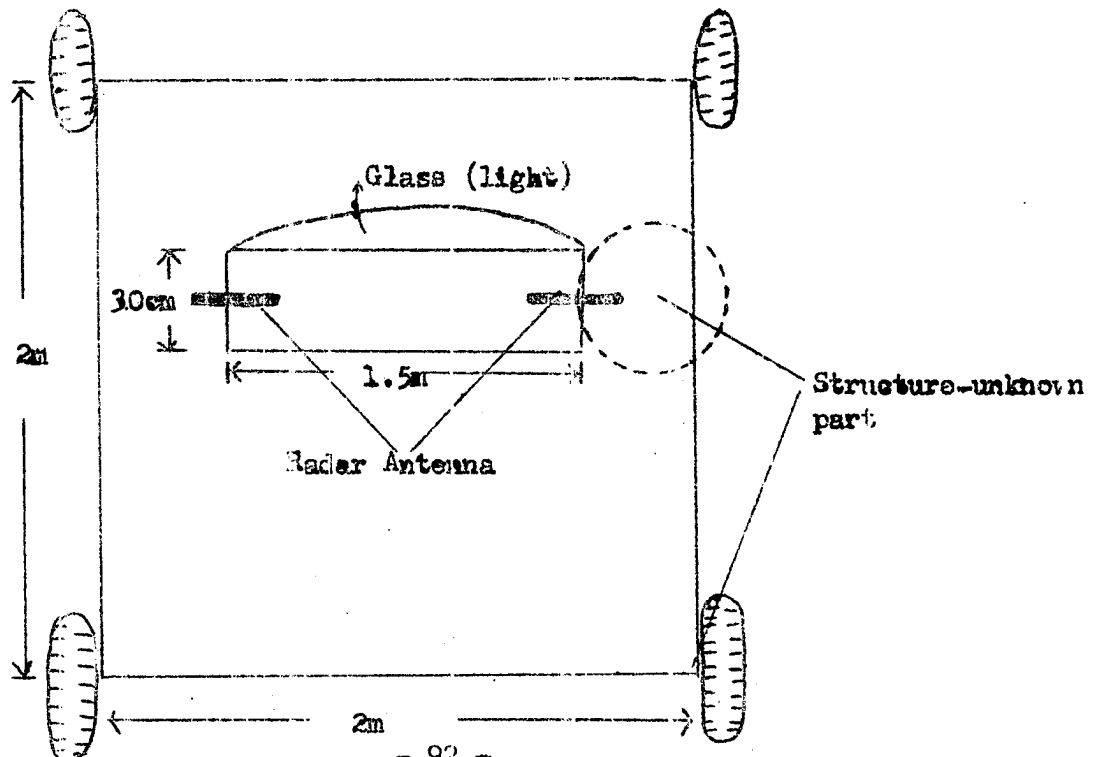
50X1-HUM

SEARCHLIGHT (POINT 2)



(Front View)

(Plan)

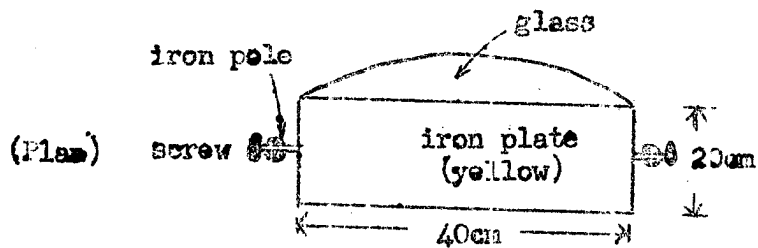
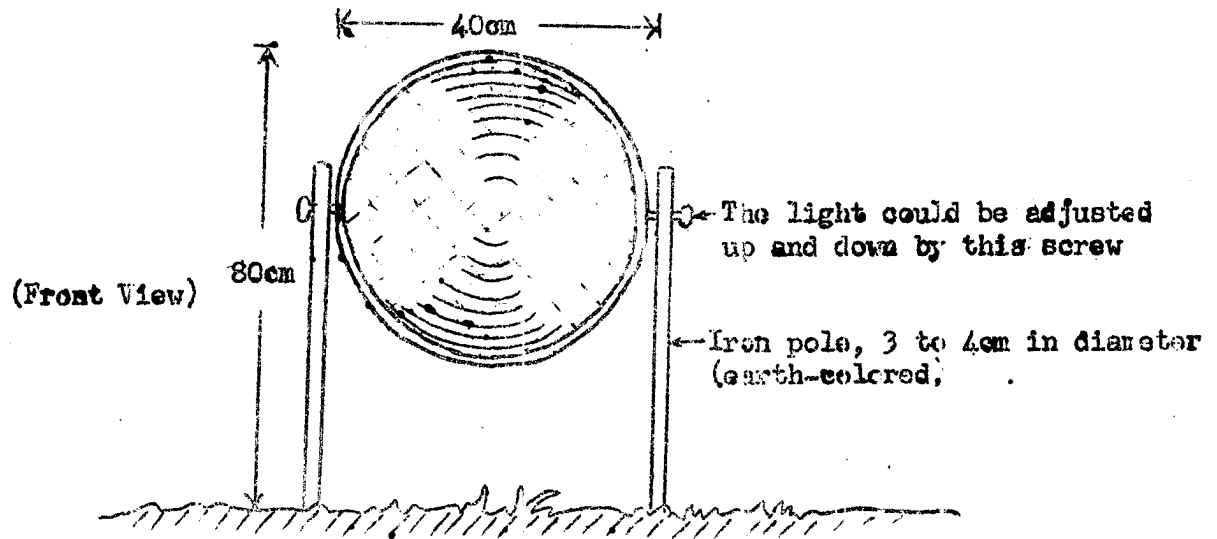


Annex.16 of 25

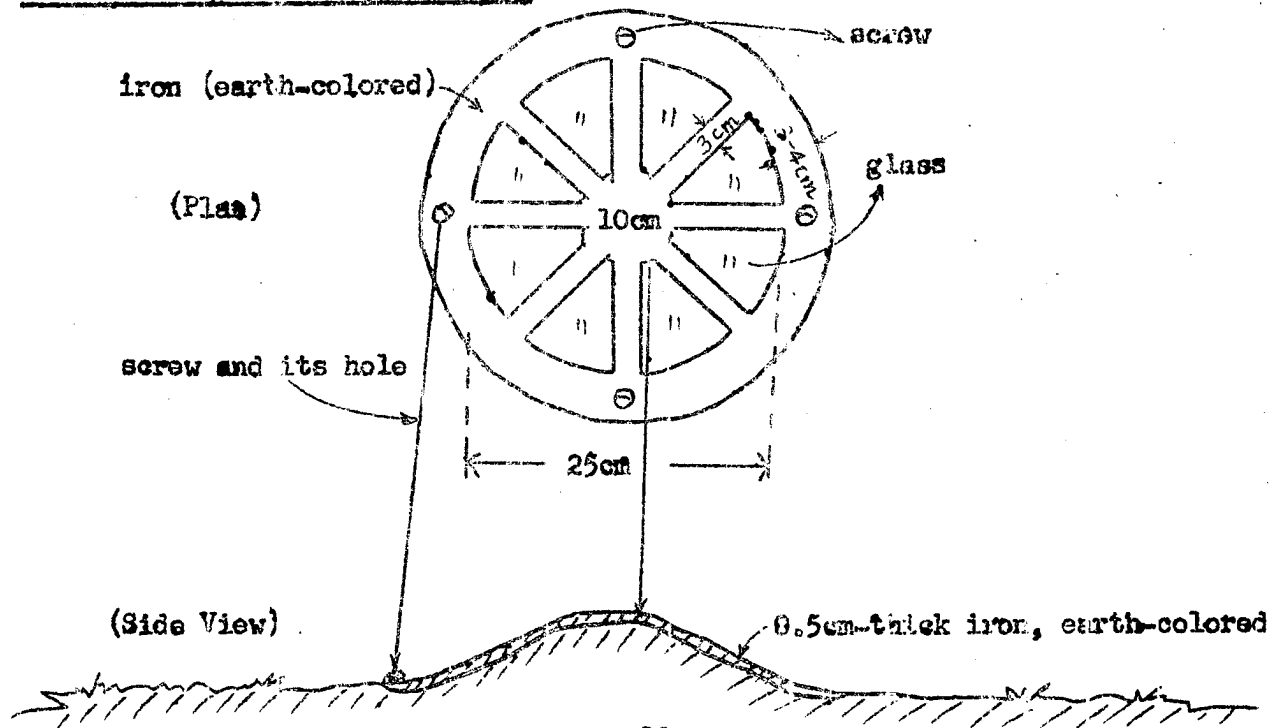
NIGHT LANDING SIGNAL LIGHT (POINT 2-1)

50X1-HUM

50X1-HUM

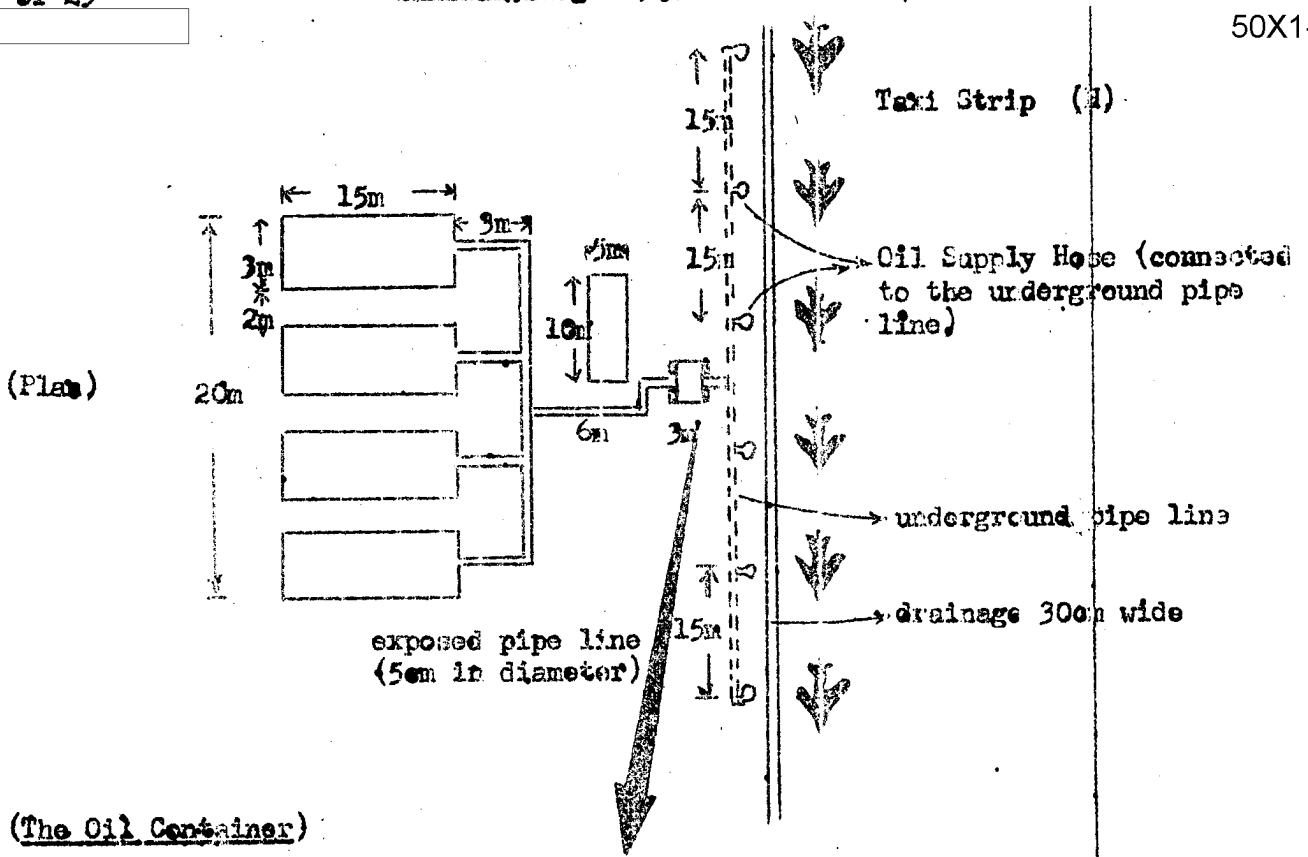


RUNWAY MARKING LIGHT (POINT 2-2)

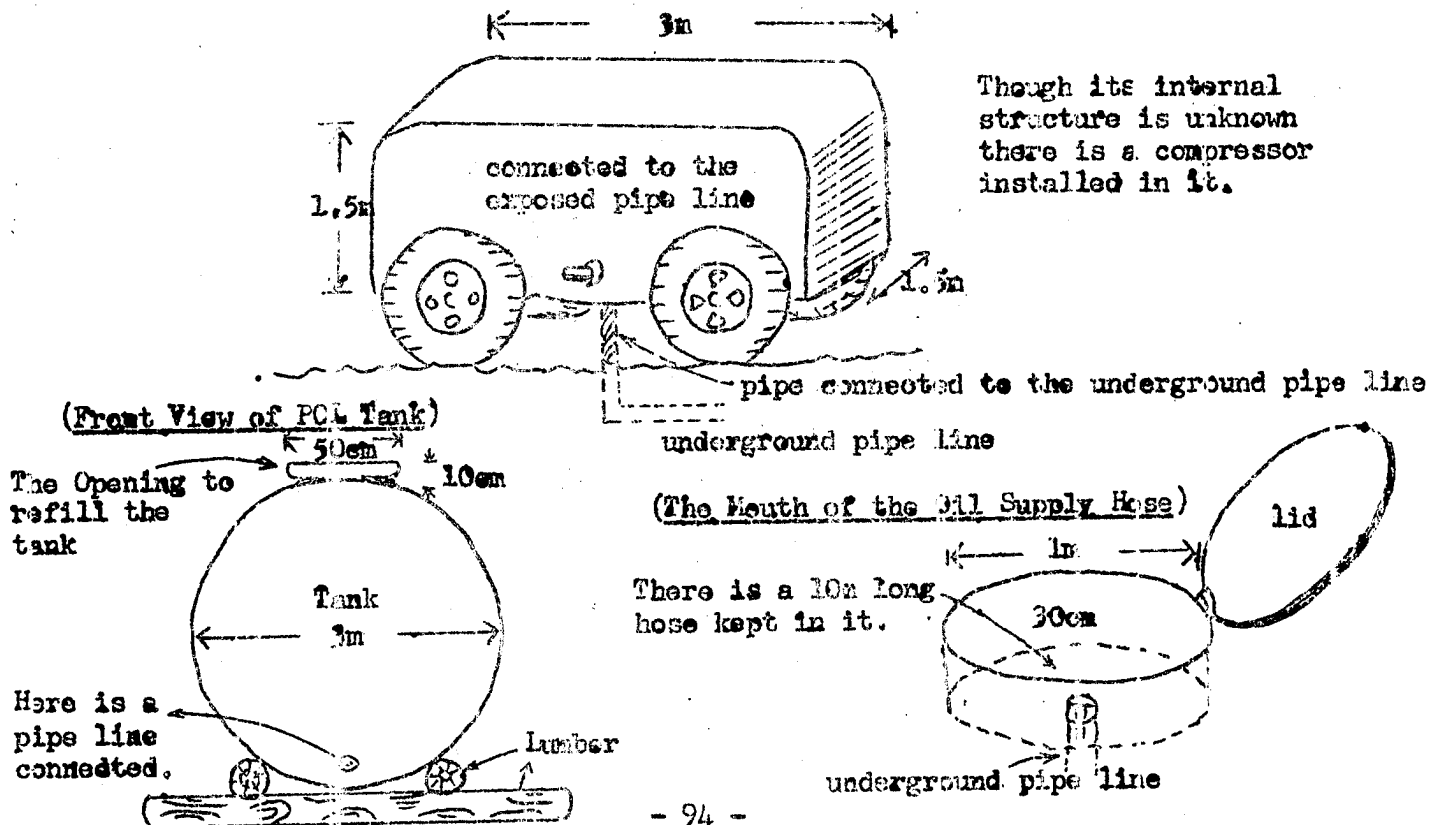


50X1-HUM

(Plan)



(The Oil Container)



- 94 -

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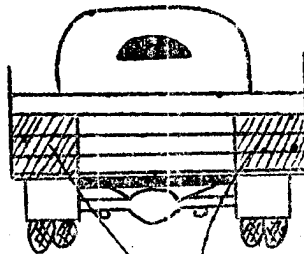
Annex.18 of 25

50X1-HUM

50X1-HUM

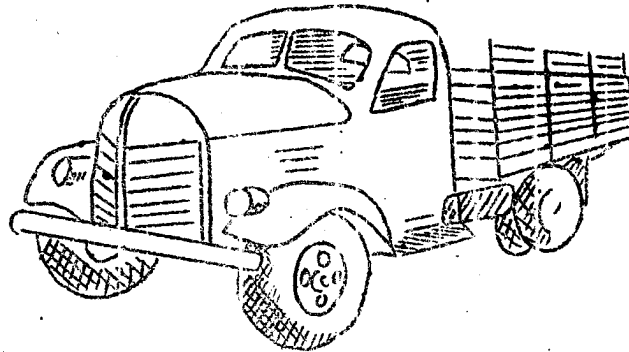
STARTER TRUCK

The Back View of a ZIS 150 Starter Truck



24 to 29 volt storage battery

24 to 29 volt storage battery (two of them)

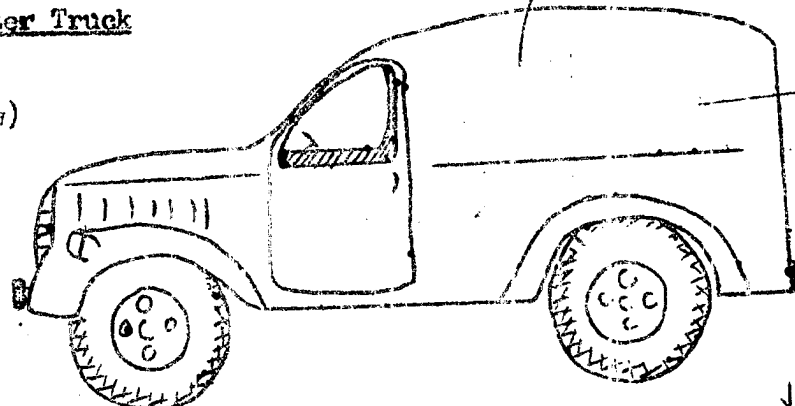


(Side View)

Note: This is a ZIS 150 freight truck (4 by 2) fitted with 24 to 29 volt storage batteries on the both sides of its cargo box.

Small-size Starter Truck

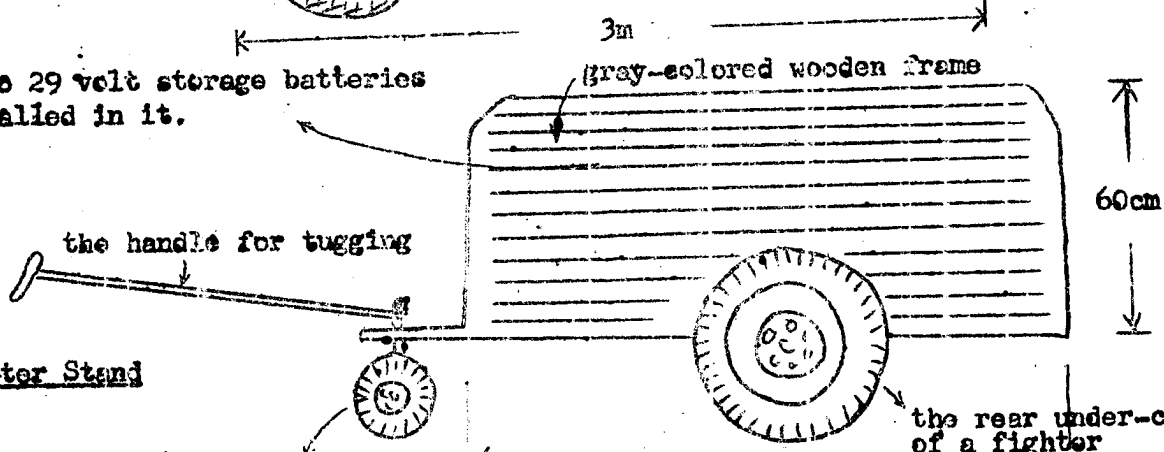
(Side View)



equipped with 24 to 29 volt storage batteries

shaped like the the sedan (gray)

24 to 29 volt storage batteries installed in it.



Starter Stand

(Side View) the front under-carriage of a fighter

the rear under-carriage of a fighter

- 95 -
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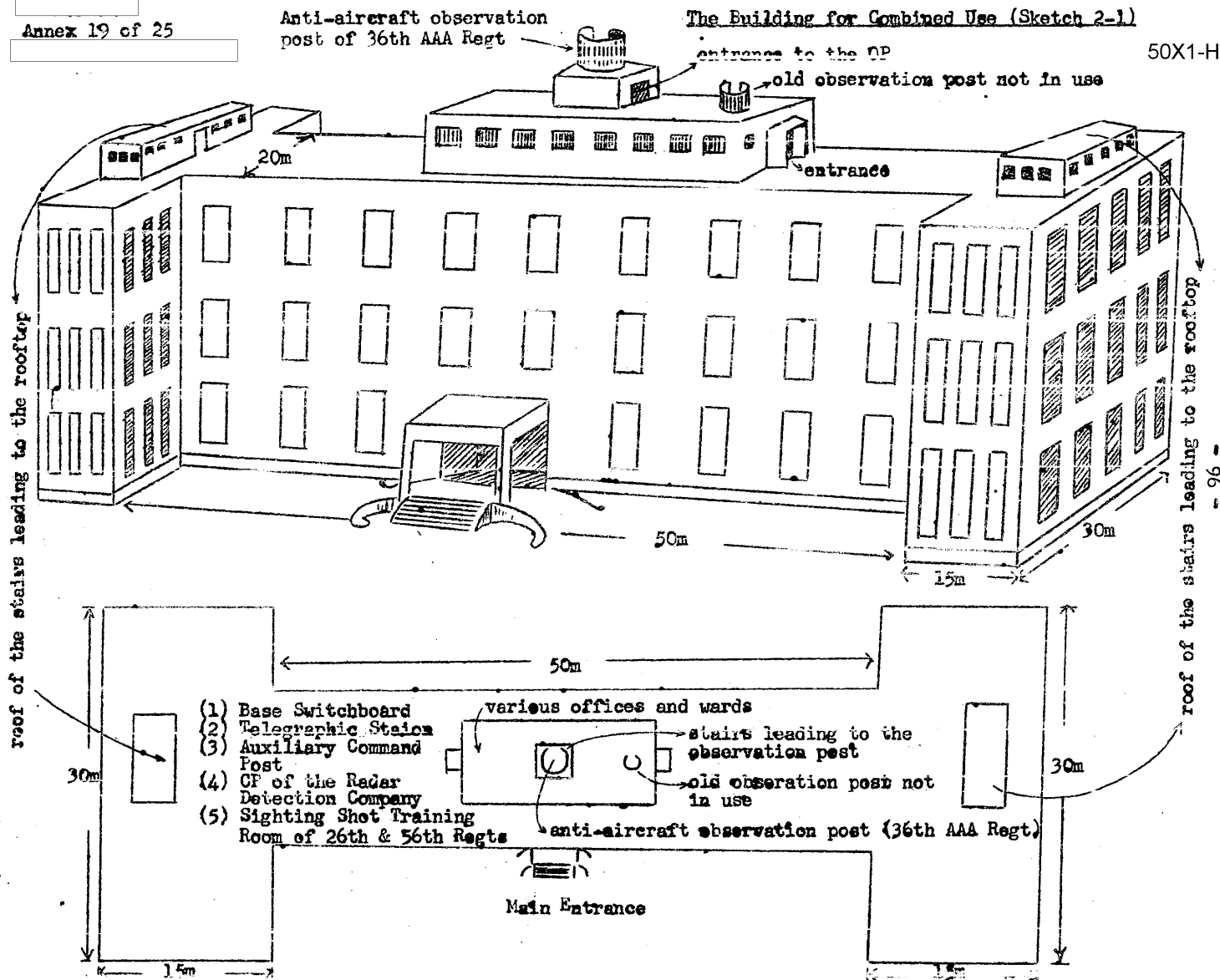
50X1-HUM

Annex 19 of 25

Anti-aircraft observation
post of 36th AAA Regt

The Building for Combined Use (Sketch 2-1)

50X1-HUM



Annex 20 of 25

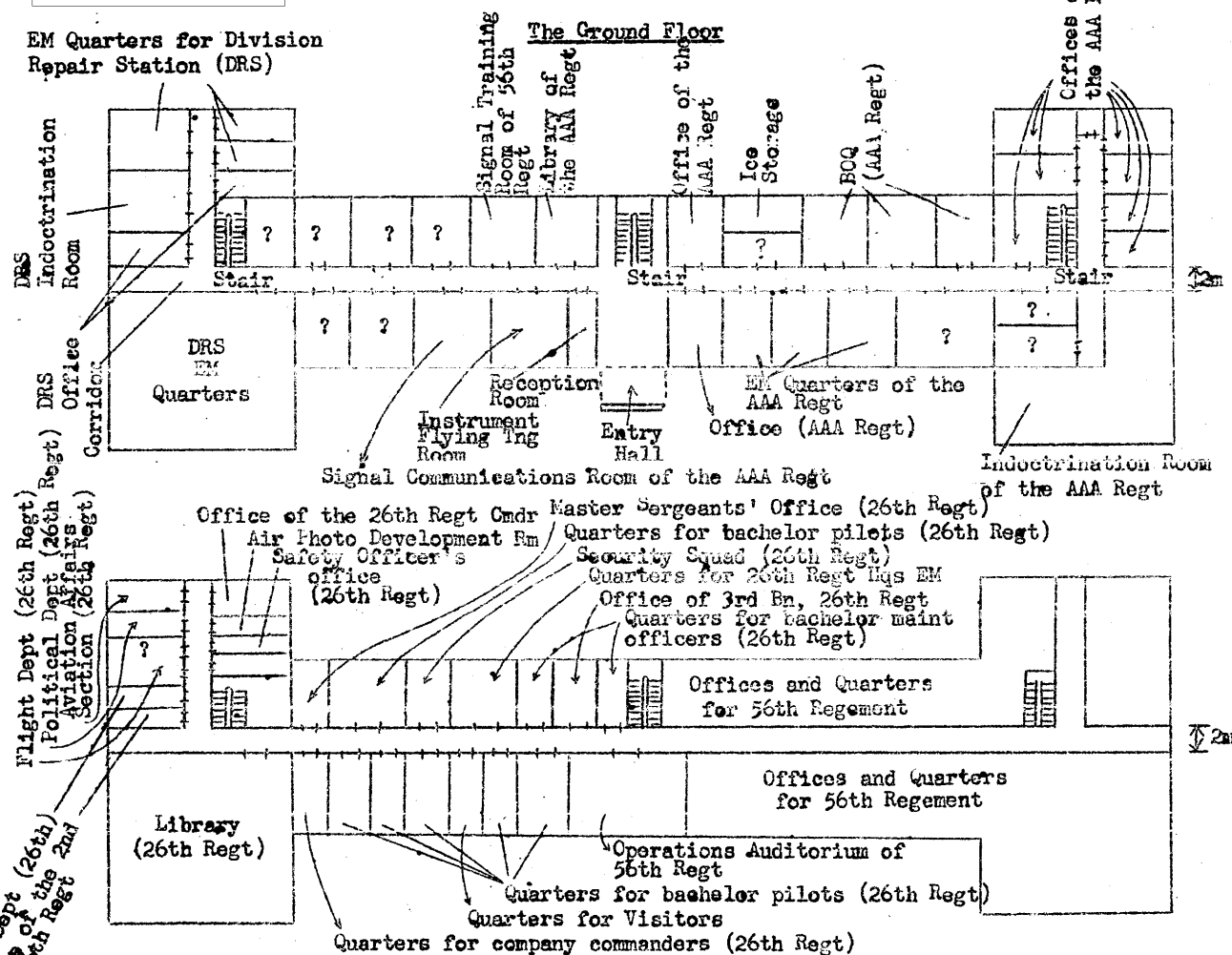
The Building for Combined Use (Sketch 2-2)

50X1-HUM

50X1-HUM

EM Quarters for Division
Repair Station (DRS)

The Ground Floor



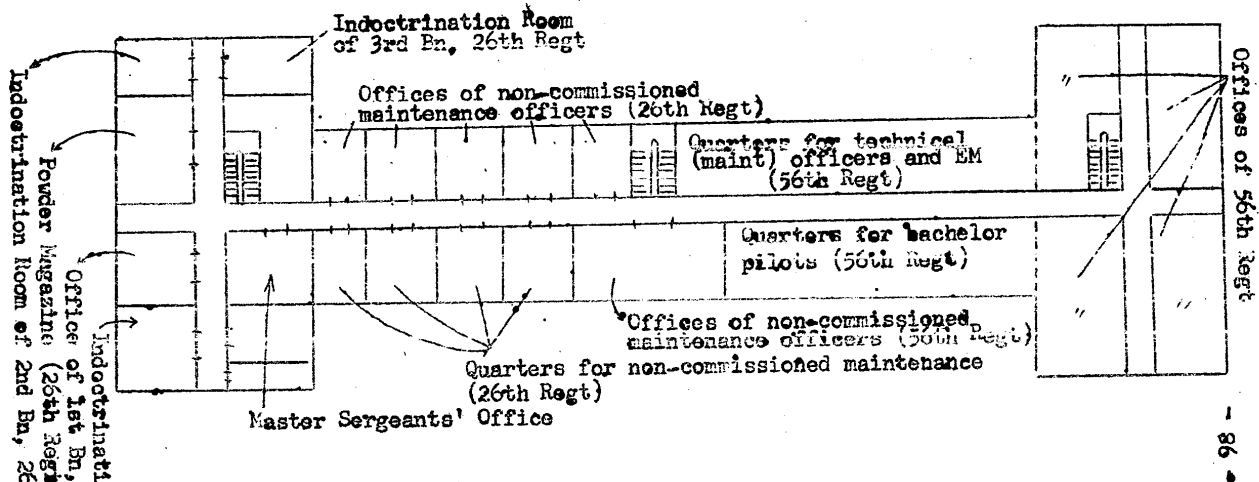
The Second Floor

- 97 -

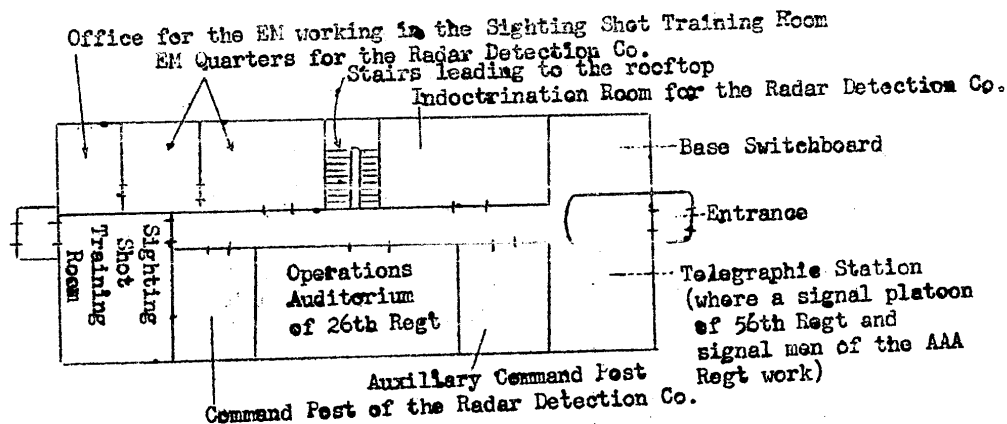
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Appendix 21 of 25

The Building for Combined Use (Sketch 2-3)
The Third Floor



The Fourth Floor



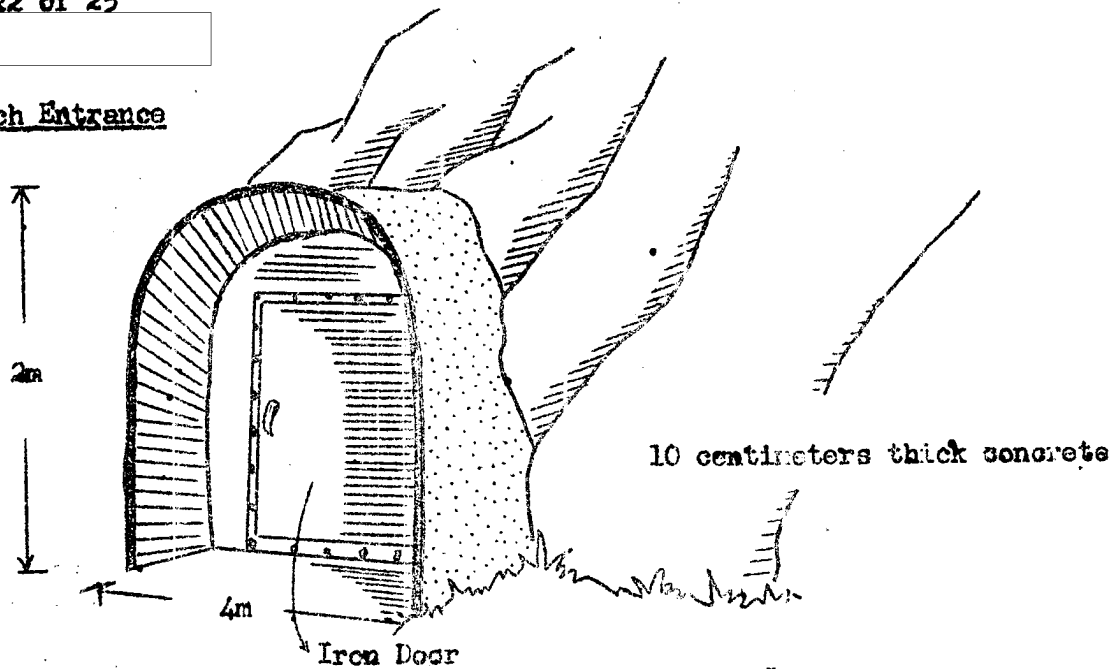
50X1-HUM

Annex 22 of 25

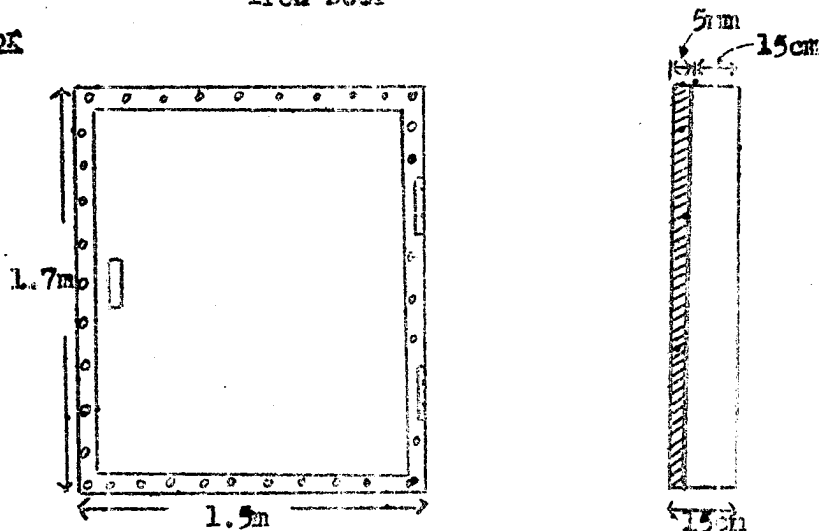
Underground Combat Trench

50X1-HUM

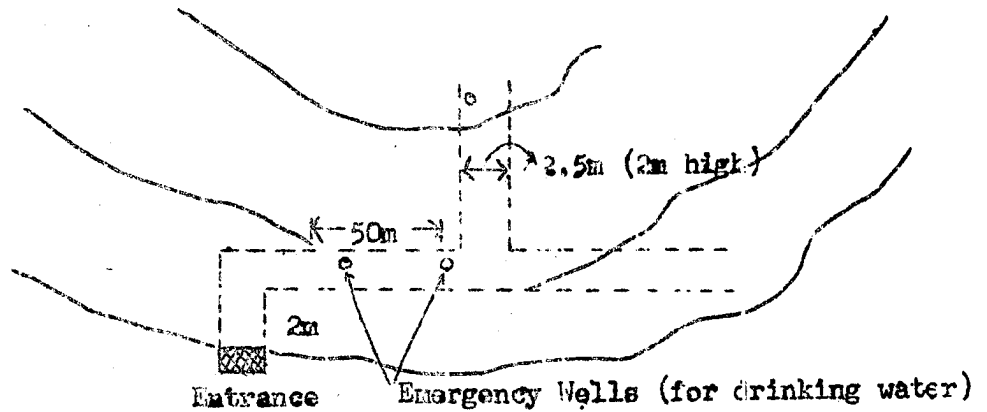
Trench Entrance



Iron Door



Plan of Trench



Annex 23 of 25

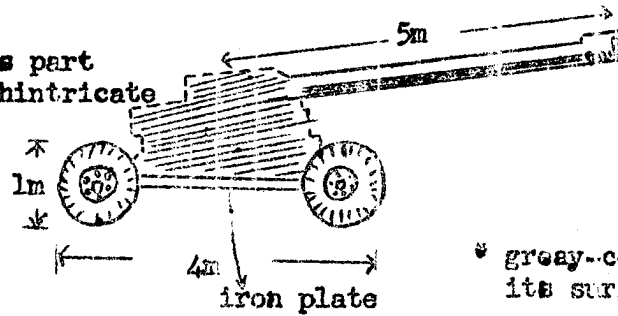
100m Automatic AAA Gun and AAA Position

50X1-HUM

50X1-HUM

Side View of the Gun

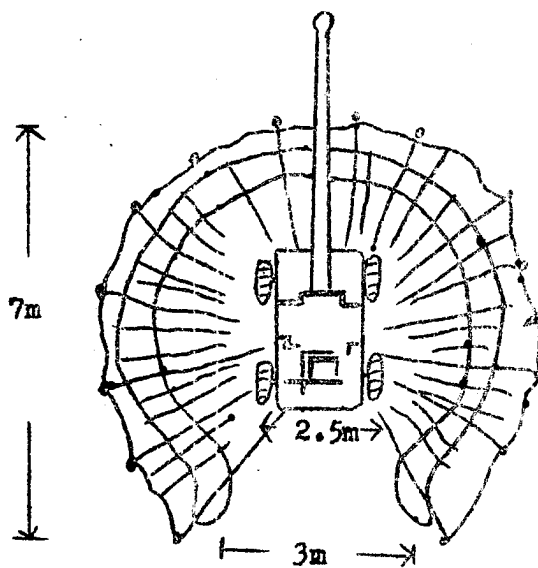
Structure of this part
is unknown though intricate



Muzzle Counterrecoil
Mechanism

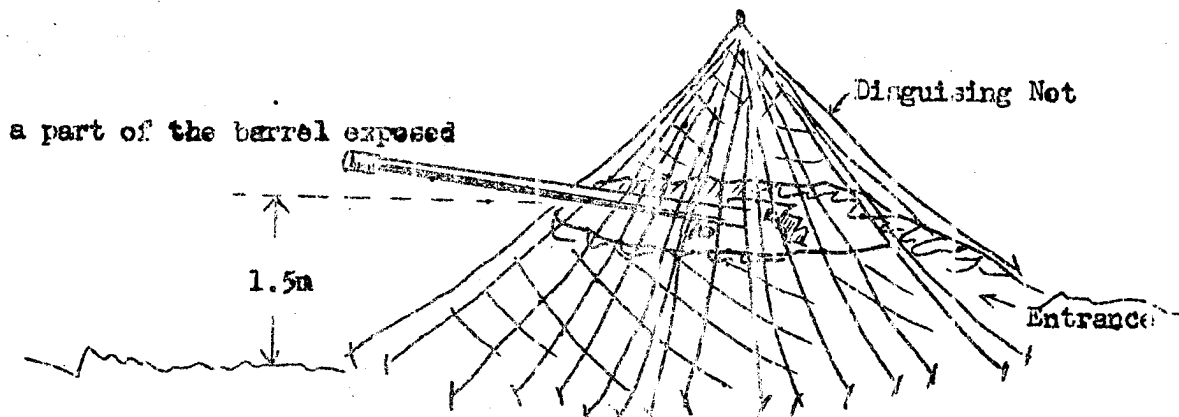
* grey-colored all over
its surface

Plan of Gun



Disguising Net against aerial observation

Side View



- 100 -

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Annex 24 of 25

FLIGHT TRAINING AREA

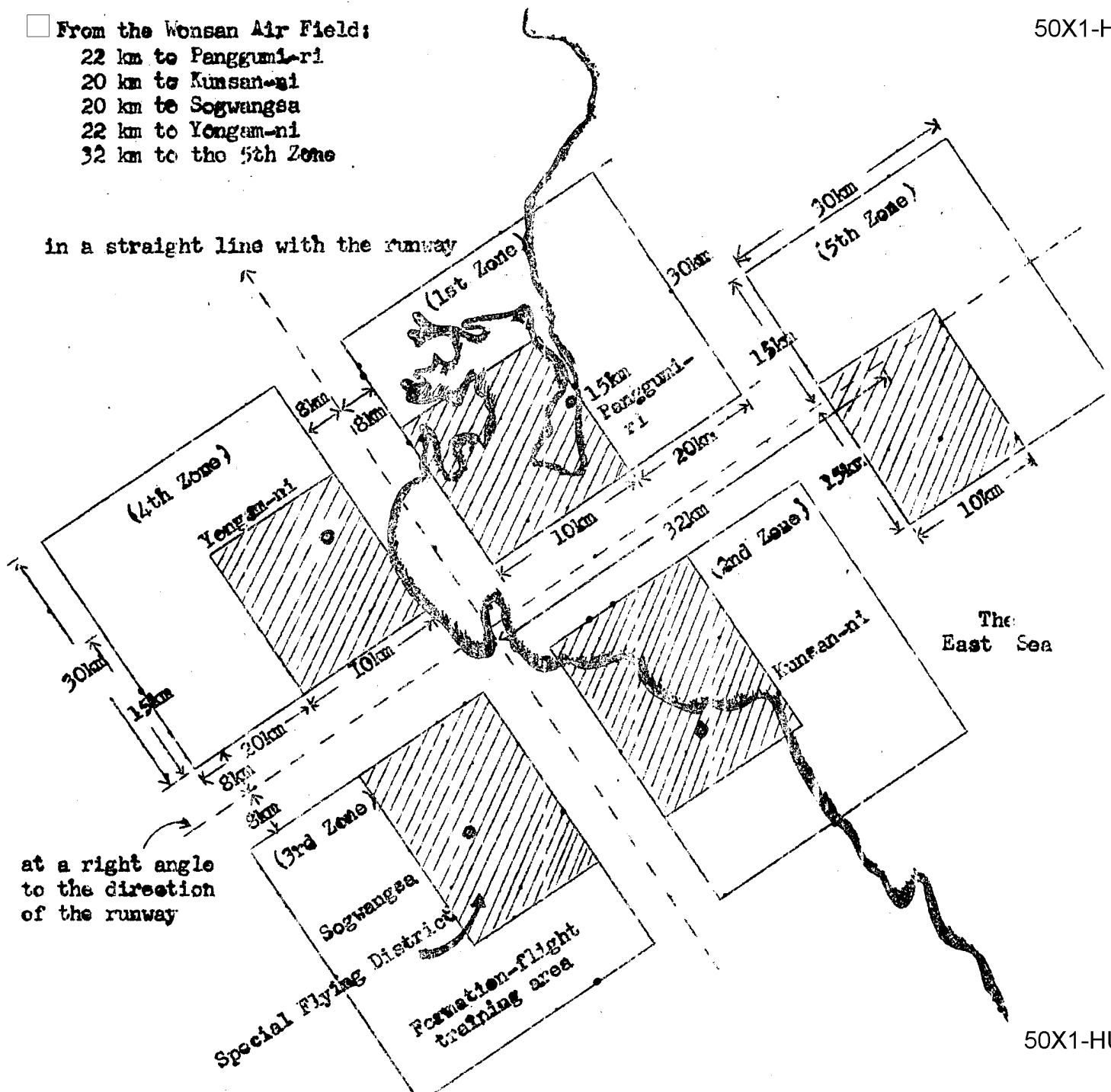
50X1-HUM

50X1-HUM

50X1-HUM

- From the Wonsan Air Field:
- 22 km to Panggum-ri
- 20 km to Kumsan-ni
- 20 km to Sogwangsae
- 22 km to Yongam-ni
- 32 km to the 5th Zone

in a straight line with the runway



50X1-HUM

- The 8 kilometer wide space around the air field which was not included in the training area consists of principal air routes of the air field to serve as take-off and landing routes.

50X1-HUM

50X1-HUM

Annex 25 of 25

Disposition of the AAA Positions

